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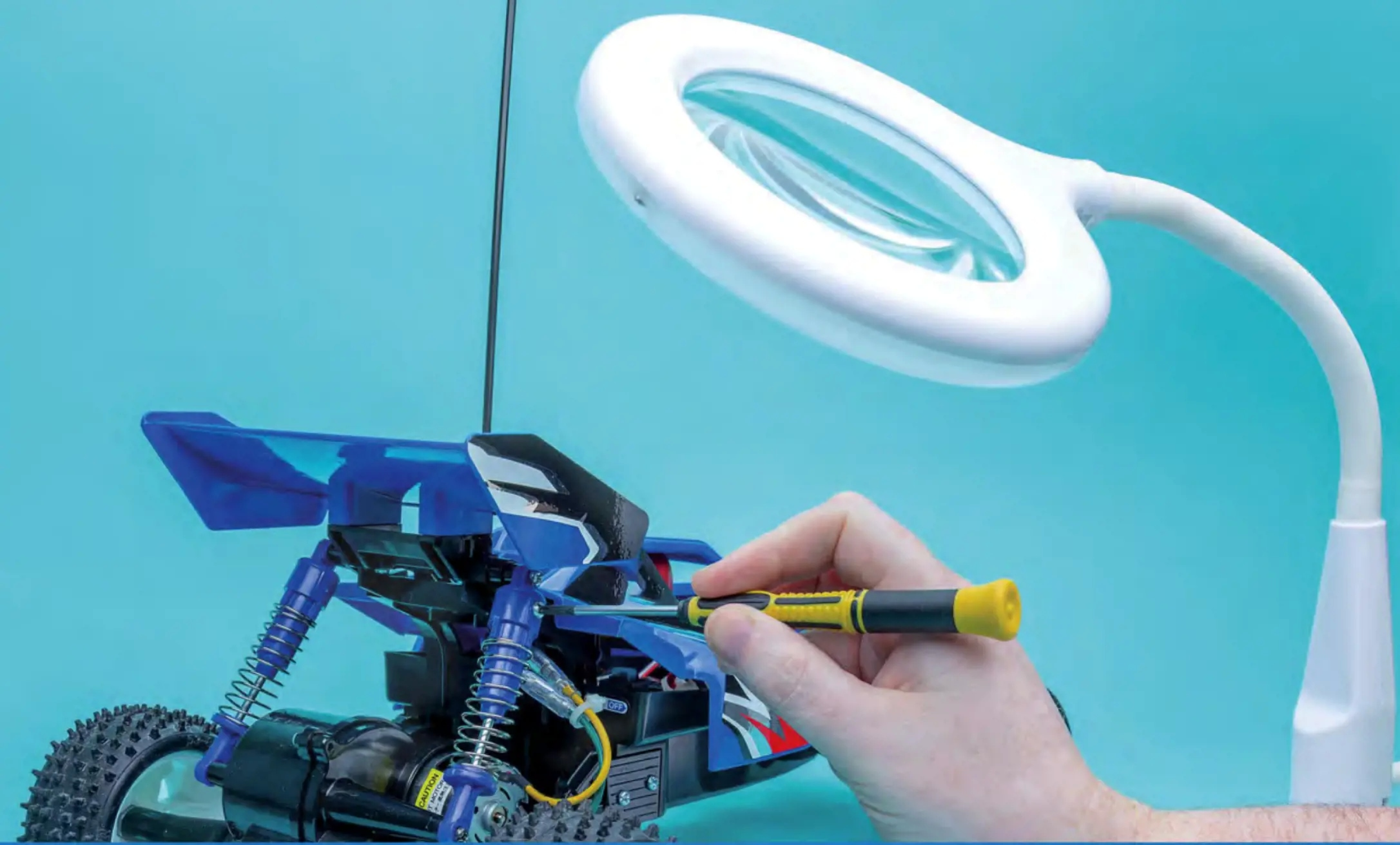

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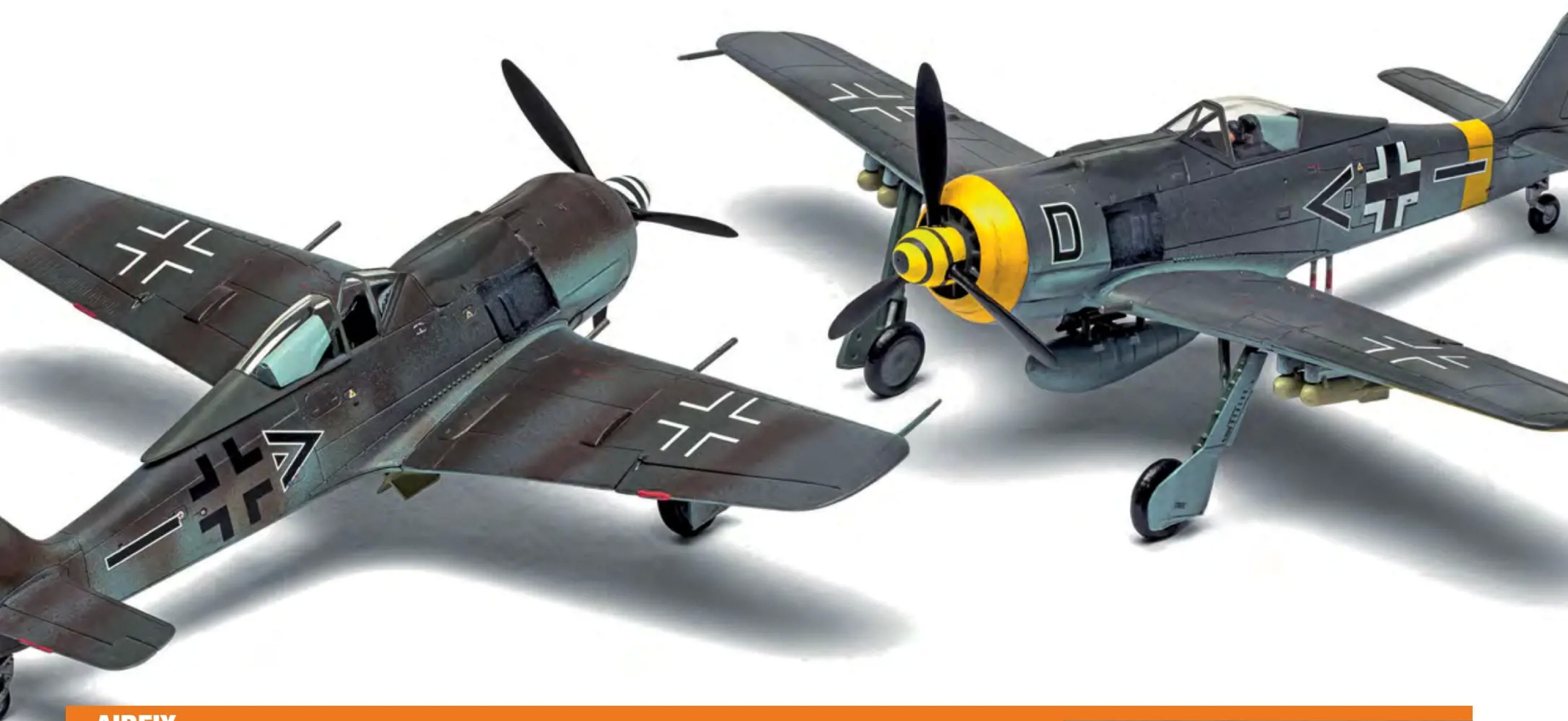
NEWSLINE

This month's round-up of all that's new in the world of aircraft modelling...



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First flying in 1939, the Focke-Wulf Fw190 was an immediate threat to RAF fighters when introduced in late 1941, being faster and more manoeuvrable than the Spitfire V then in service.

The F-8 was the ground-attack version and differed primarily in its lack of outboard cannons. Various combinations of underwing weapons were fitted, but the most common was one centreline bomb and four small bombs on the wings.

The A-8 version was the most numerous, heavily armed variant and entered service in 1944 in an attempt to stop Allied daylight raids. By then, however, the new Allied fighters had begun to outclass it. ■

Available now from Airfix, online and from hobby shops worldwide.
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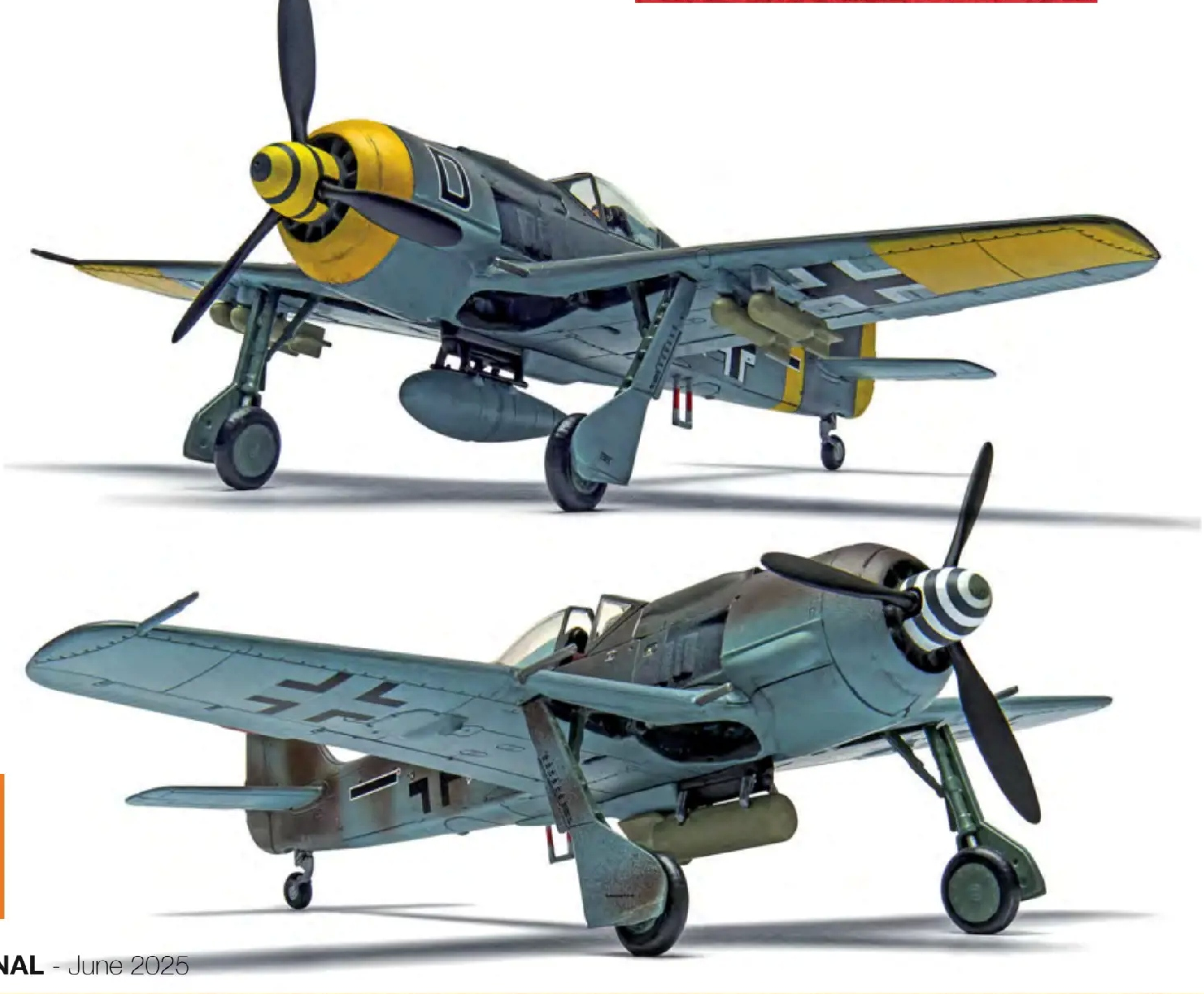

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HOW TO BUILD... *SERIES*

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Model Military International
and Model Airplane International

DOOLITTLE MEDIA

HOW TO BUILD THE
P-40E-N IN 1:48
SPOTLIGHT ON EDUARD'S P-40E WARHAWK
Brett Green

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The work of Brett Green

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- Analysis and photos of ProModeler, Mauve, Academy, AMT, AmTech and Hasegawa 1:48 scale P-40E, F, L and N kits
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- Step by Step - Tips and techniques for building the ultimate 1:48 P-40E Warhawk
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P-40E-N IN 1:48 SCALE

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The P-40 was a dependable warhorse produced in far greater numbers than any other USAAF fighter during 1941 and 1942, and one that continued to provide valuable service until the closing days of World War II. However, the Warhawk is often overshadowed or even ignored in the annals of aviation history because it did not shine as brightly as its more glamorous counterparts on both sides of the conflict.

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Between these covers, we provide an exhaustive step-by-step illustrated guide to building Eduard's new 1:48 scale P-40E plus tips on painting and weathering.

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COMMENT

How to go
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THE BOOK

Jonathan Mock looks at the value of ink and paper in this

I love books. There's something deeply satisfying about sitting down somewhere, preferably a nice cafe with a pot of tea and slice of cake, and having a good read. I sort of tried it with eReaders but it's not the same as having ink and paper. Perhaps its that tactile thing, a bit like owning a CD rather than just buying a download. I certainly get how practical digital versions of books can be, especially if travelling where you can download a whole library onto an iPad - but then books don't need a cable or recharging. Swings and roundabouts.

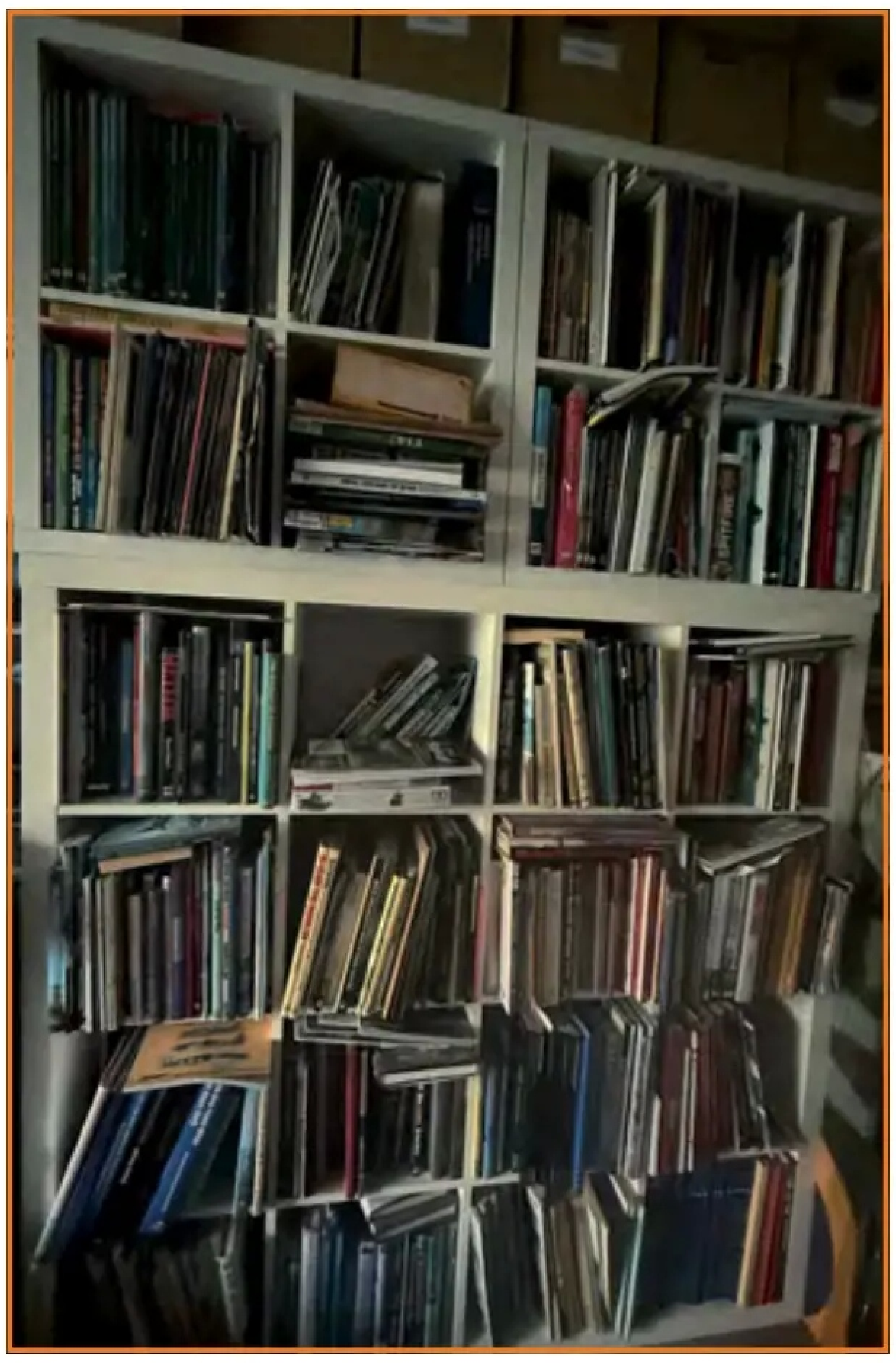
I'm an absolute sucker for books and - surprise surprise - I buy more than I actually read. Okay, let me qualify that, more often than not a lot of my book-buying is related to the day job of researching and drawing artwork, so sometimes I need a book to complete a specific task or project. And never knowing where/when I'll need it again, it joins the collection - library if you will - along with the hundreds of other titles I've bought down the decades.

When we first moved to Somerset in 1976, an early trip to the hills of Park Street established this part of Bristol as the go-to literary epicentre of the city, boasting as it did a good half-dozen bookshops up and down its raked pavements, chief of which was George's right at the top (and where I met Douglas Adams - stayed tuned!). About halfway down was a bargain bookshop that specialised in buying up remaindered stock and it was here I used to hoover up the occasional Osprey title for a pound, Martin Streetley's 'Aircraft of 100 Group' or Alan W Hall's 'RAF Today', all of which still reside on the bookshelves. Both are now gone, but these days there is an excellent Oxfam bookshop (www.oxfam.org.uk) at the top of the hill which can yield a well-priced bargain. In fact, charity shops can be a gold mine for older books, often as the result of someone's estate being 'moved on' to a good cause. My mother used to work in a local charity shop and one day discovered a bin that had several aviation books destined for the incinerator! When she described them down the phone to me, my jaw nearly dislocated with shock - here was a copy of Christopher Shores' '2nd Tactical Air Force', an iconic book that used to feature heavily in magazine ads! Suffice to say, they were rescued and are now highly prized.

Similarly, a few years ago a passing visit to my People's Dispensary for Sick Animals (www.pdsa.org.uk/) in the local high street bagged me an excellent book on the Afrika Corps with colour photos of original uniforms and weapons, all for a pound! There was a fabulous little bookshop on Penn Street, just a door or two up from the former Beatties Model store, where, one Christmas, I scooped up nearly a full collection of World Air Power Journals for a couple of pounds each. Alas, both the bookshop and the former Beatties store were demolished to make way - not for a hyperspace bypass - for the Cabot Circus shopping mall. The corner of The Horsehair does still boast a discount bookshop in the form of The Works (www.theworks.co.uk) where you can not only find the odd book bargain but also artists materials.

Farther afield, the fine Georgian city of Bath also used to home some bargain book stores, foremost of which was County Books, which also specialised in remaindered stock, "piled high and sold cheap" as the saying went. Again, I managed to eke out some bargains there including some excellent books on military uniforms which still serve me well when I'm on a figure-painting spree.

Up until a year or so ago the lovely Somerset seaside town of Minehead sported a superb bargain bookshop on the high street where I found some real gems, ditto The Book



OF LIFE

digital world.

Rest in the coastal Devon town of Exmouth which was a mix of bookshop, cafe and bakery - my idea of bliss! Alas, both now gone.

The Tank Museum at Bovington, Dorset (tankmuseum.org) not only has an excellent model shop but also often has some terrific offers, especially with the some of the Haynes aircraft and military manuals. Of the many online retailers, I have a soft spot for Postscript Books (www.psbooks.co.uk) who also do remaindered books at great prices - in fact when I finish this article, I shall be straight onto their website to see what they've got going and placing an order!

I also make great use of the local libraries who sometimes have useful books. My old school library was a fabulous source of information, that's where I discovered Chris Ellis and the Airfix Magazine guide series. The beauty of local libraries is that they're mostly free - so long as you return the books on time! - but they do seem to be an endangered species in these times of squeezed council budgets.

I also make extensive use of online resources for finding out stuff about colour schemes or markings. Being able to visit a walk-around of an aircraft or vehicle that is hundreds if not thousands of miles away is a very useful thing to have on tap, hence why the advent of the iPad (other tablet devices are available) was such a great addition to the workbench, being able to prop it up and look up colour details, reference photos or even watch how-to videos on YouTube. Failing that it could also stream 'Match of the Day' or even a movie!

I often wonder how I would describe an iPad to myself in 1976 and the best analogy I can find is Douglas Adams' proverbial 'The Hitch Hikers Guide to the Galaxy' in as much as it's a small portable device with access to a huge, almost limitless repository of knowledge and information. I always find it rather sad that Douglas never lived to see the first iPads reach the market because here was a piece of technology he more or less conceived in the mid 1970s (while drunk in a field in Innsbruck) now being made real. Being an unashamed Apple Macintosh fan-boy - he bought the first two Apple Macs in Europe; the third was bought by fellow Cambridge Footlight (and later friend) Stephen Fry (who would go on to narrate 'The Book' in the film version of 'Hitch Hiker's') - he would have loved the ingenuity and simplicity of the device.

But, I do prefer books and being able to scour the likes of eBay or other retailers for a bargain is one of those things that reinforces just how relevant physical books still are in this digital age - and that's the irony of using the technology to go all retro and buy something that still relies on ink and paper.

In the last couple of years I've had the chance to convert one of the spare bedrooms, with its sweeping views of the Gordano Valley, into a proper library. I was inspired by visits to National Trust (www.nationaltrust.org.uk) properties, not only for their second-hand bookshops with cheap-as-chips offers, but also some of the impressive oak panelled historic libraries stacked floor to ceiling with rare tomes and while mine is a little more low-key - more whitewashed walls and IKEA - it's great to have a room where I can sit down (courtesy of a leather chaise lounge) and read. No TV, no radio, just books and a flame-effect electric stove in the old fireplace.

Okay, I do cheat a bit by having the MacBook Pro up there - it's where I'm currently writing this - and where I sometimes do The Interesting Modelling Co. webcasts, not to mention my side project of Sunday Night Ghost Stories!

But I love books. I love that act of finding a bargain and ordering them, I love the tactile experience of opening the pages, I love the smell of books (bear with me), I even enjoy reading them when I have the time, and I love gifting them, especially since discovering the Icelandic traditional of Jolabokaflod (book-flood) where you give someone a book and bar of chocolate on Christmas Eve as an early present they can open and devour (in every sense).

See? We're barely out of April and he's already talking about Christmas. Some people… ■

Jonathan Mock

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WING LEADER PUBLICATIONS

This month we can introduce readers to another two additions to the rapidly expanding Wingleader Photo Archive series of great books of modeller's reference material. This time, bombers take centre stage with books on the Wellington and the Whitley. Both are bound to be popular with modellers, especially the Wellington book. As well as the Photo Archives, Simon Parry's Battle of Britain series reaches Volume 17. Not bad for a series that was originally going to run to around 12 volumes.

WINGLEADER PHOTO ARCHIVE NUMBER 35
L+UX
PETER ALLAM
WELLINGTON Mk.I & Mk.IA
IN RAF SERVICE

RED KITE/WINGLEADER

Wellington Mk.I & Mk.IA In RAF Service

(Photo Archive No. 35)

www.bookworldws.co.uk

- **By Peter Allam**
- **Published by Red Kite/Wingleader**
- **Guide Price £20.00**
- **ISBN: 978-1-908757-47-0**
- **72pp softback, 210 x 297mm**

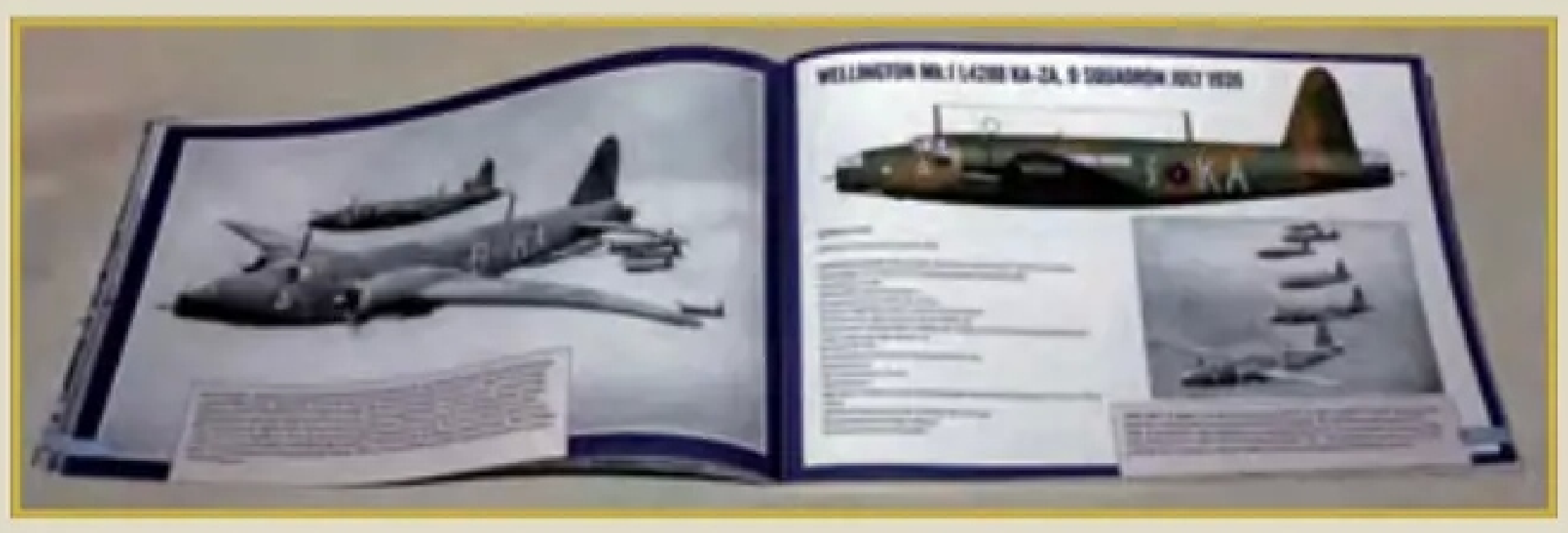
Peter Allam has written several past Photo Archive books in this series, all on bomber subjects and his latest on the Wellington is another outstanding piece of work. Peter is an acknowledged expert on WWII bombers and this latest on the Wellington bombards us with facts and information on this famous twin engine bomber. The first fact that is surprising is that nearly 11,500 Wellingtons were built making it the third most produced RAF aircraft in history.

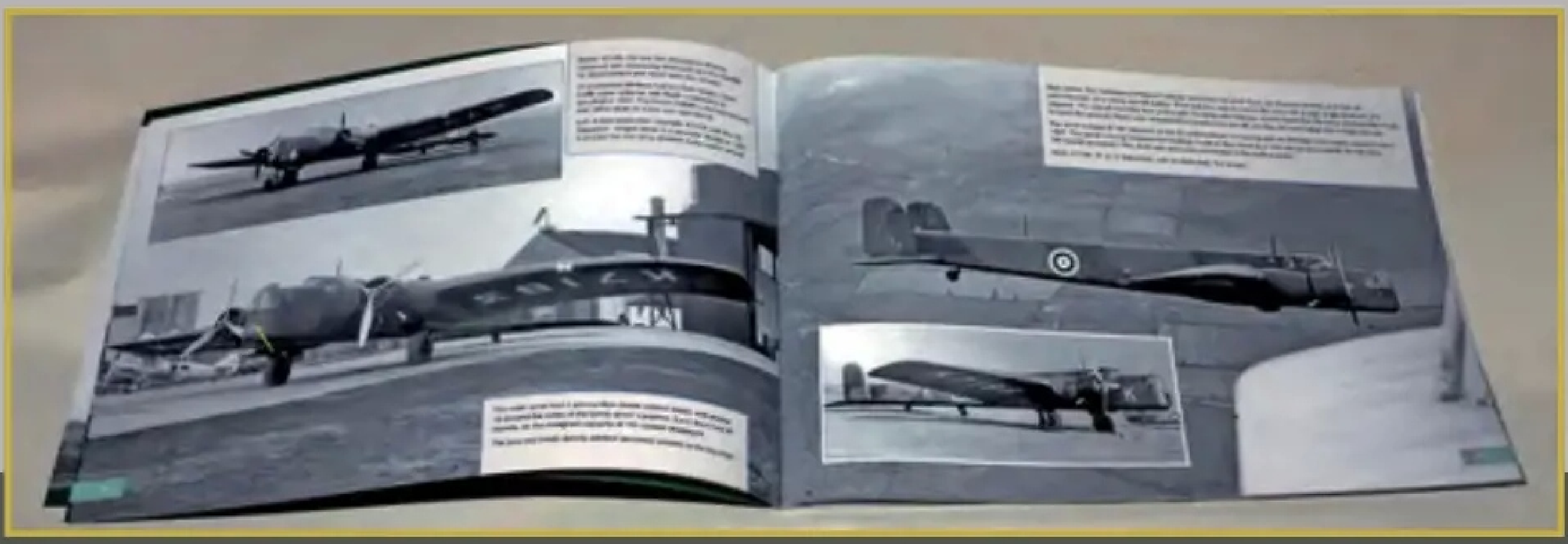
This book looks at the Wellington from the very beginning with the Vickers Type 271 that only slightly resembled the Wellington as most of us know it from kits. Moving on to the Wellington Mk.I with a stunning photo of the Wellington factory at Weybridge in Surrey showing the complex skeletons of fuselages in the process of production. At this stage, the nose turrets are shown fitted or awaiting addition to the fuselages. More photos follow of Wellingtons being built with key letters drawing attention to certain features of the aircraft.

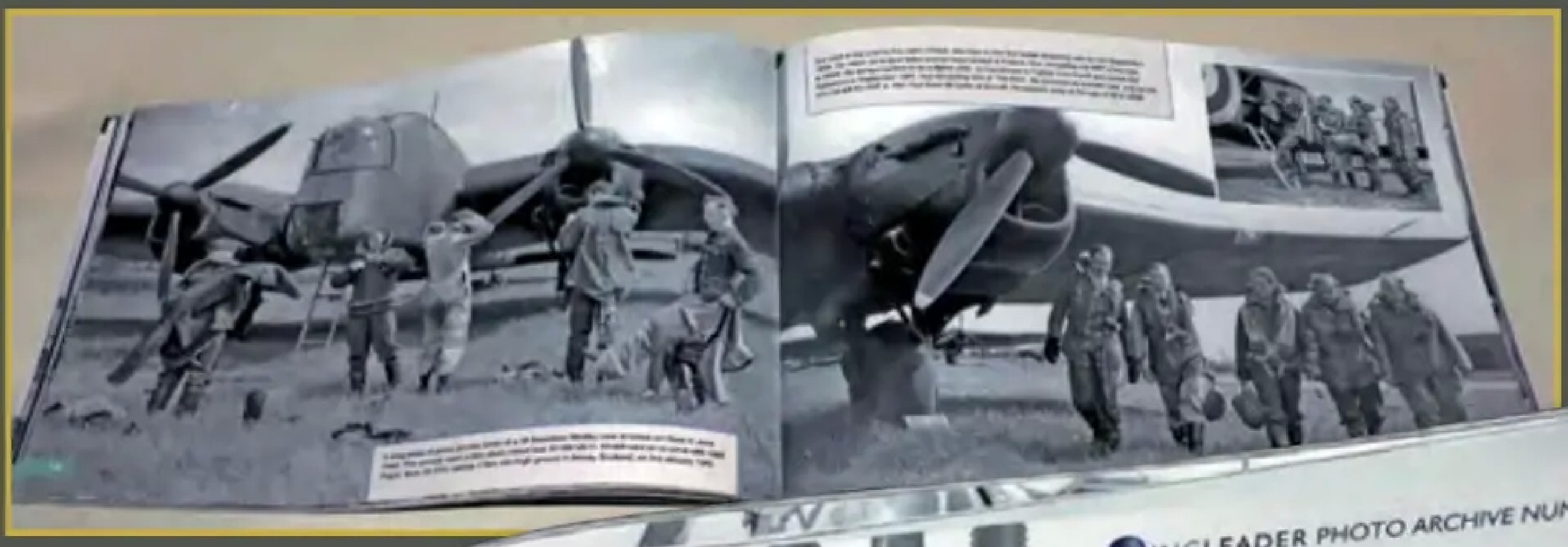
We move on to the finished Mk.I awaiting its maiden flight on the 23rd December 1937. Once the Wellington is in the air, we see some great air to air photos giving the opportunity to point out many features shown in the photos. As seen in previous Photo Archives, some of the photos are converted into colour profiles with the first example being a Wellington Mk,I L4304 BS-ZN with No. 148 Squadron in the Summer of 1939. A list of modeller's information appears with each of the illustrations describing camouflage schemes and colours and important features. Modellers will love the pages showing the inside of Wellingtons. Again, important features are called-out in the captions. Close up photos of the bomb bay, undercarriage, engines and turrets will all be useful. When the story arrives at April 1941, the colour profile shows the Wellington Mk.IA now in the familiar form with Vickers turrets front and back equipped with pairs of Browning machines guns.

A chapter at the end of the book describes the DWI Wellington, how it was conceived and how It worked. This is the version that is occasionally seen in photo of a Wellington with a 'slipped halo' with a circular structure running from just ahead of the nose to a position under the rear fuselage ahead of the tail wheel. This odd design was intended to send out a strong magnetic pulse to detonate German magnetic mines in the water below. This unlikely-looking arrangement did meet with some success as an aerial minesweeper. Captions describe how it all performed in operation. A powerful and heavy generator was needed to supply the electricity to the ring, powered by a de Havilland Gypsy Six aircraft engine running a trolly bus generator. This is a fascinating conclusion to a great Profile.

Photo Archive books will always offer loads of information on the featured aircraft and this one continues the process in fine fashion. Kits of Wellingtons do not do justice to this important British bomber. A good 1:48 Wellington kit would be very welcome. ■







RED KITE/WINGLEADER

WINGLEADER PHOTO ARCHIVE NUMBER 36
SIMON W PARRY & IAN T HODGKISS
ARMSTRONG WHITWORTH WHITLEY
IN RAF BOMBER AND COASTAL COMMAND SERVICE

Armstrong Whitworth Whitley in RAF Bomber and Coastal Command Service

(Photo Archive No. 36)

www.bookworldws.co.uk

- **By Simon W Parry & Ian T Hodgkiss**
- **Published by Red Kite/Wingleader**
- **Guide Price £20.00**
- **ISBN: 978-1-908757-45-6**
- **72pp softback, 210 x 297mm**

The Whitley was one of those 1930s aircraft that was ahead of its time and with the outbreak of WWII some became behind the times. This is the latest Photo Archive from Wingleader, taking a close look at one of those aircraft that does not receive much attention. Maybe this one is published to help those looking to build the Airfix 1:72 kit. Is it really 10 years since that kit first appeared? As well as the kit, there are a handful of detail sets and probably best of all, masking sets for all those windows in the cockpit and the two turrets.

The authors have benefitted from a good supply of reference material from back in the day. As the Whitley dates back to 1936, well before the war, the newspapers of the time carried lots of reports and photos of the new bomber. As usual this book begins with the first designs, showing the first two prototypes. The first prototype was fairly similar to the design we know but looked more like a 1930s airliner than a bomber. Prototype number two was almost identical to the Whitley Mk.I. A great air to air photo of the Mk.I appears on page 3. Comments in the caption point out the flat wing and the odd angle of the upwardly pointed engines can be seen. Part-way through the production of the first batch a 4 degree dihedral was introduced into the wing. Photos of Whitley in flight show an odd flying attitude with the wings parallel to the airflow and the fuselage pointing downwards. A line of Whitleys taking part in an inspection shows what a fairly large aircraft it was. The dimensions were almost the same as the Wellington with a wing span of 84 feet but a few feet longer fuselage than the Wellington.

The book moves on to describe the Mk.II and Mk.III versions with some great photos and captions describing the changes from one version to the next. Again, we see photos of the aircraft turned into colour profiles with captions describing the important features of the aircraft. An odd omission is a table of dimensions of the aircraft. The first such illustration shows a Mk.III with No. 102 Squadron in March 1939. This clearly shows the bomb aimer's glazed position added under the nose gun turret.

A major change took place with the Mk.IV when the Tiger radial engines were replace with a pair of Merlins, giving the Whitley a 'sporty' look with the more streamlined inline engines on the wings. When WWII was declared on Germany, Whitleys were in action immediately and were the first RAF aircraft to fly over Berlin but to drop tons of leaflets on the German capital. Another Whitley performed a 'first' by being the first RAF aircraft to be lost. This Whitley force-landed in France on the 3/4 September 1939 after an engine failure during another leafletting drop mission.

Towards the end of the book, we see the change to an overall Black paint scheme. This change proved to be not as straight forward as may be imagined. The original overall matt Black would degrade performance compared to the smooth camouflage finish. Anyone finishing a model such as a Mosquito, Defiant, Beaufighter or Hurricane in Night Black will see some great examples of how the finish weathers.

There follows some useful photos the interior of the Whitley with cockpit shots pointing out the major features then close-ups of the turrets. One of the most spectacular photos that could be translated into a diorama shows the occasion when on 19 October 1943 an Anson landed on top of a Whitley as it was on finals to land at Kinloss in Scotland. Miraculously, the Whitley pilot managed to land the combination safely without injury to any of the airmen involved.

At the end of 1940 the first Coastal Command squadrons began receiving their Whitley to replace Ansons. Other Whitley were used in special operations as their first line bombing days drew to a close, The last Sir Max Hastings book I read told how Whitleys performed a vital role in dropping troops into Northern France to capture a German radar set. This was all arranged in a very short space of time needing a 'door' to be sawn out of the Whitleys rear fuselage floor to enable half a dozen soldiers per aircraft to parachute down to their objective. Operation Biting is a great read and describes how the Army and RAF prepared for this successful mission and how the Royal Navy almost scuppered the conclusion of the operation.

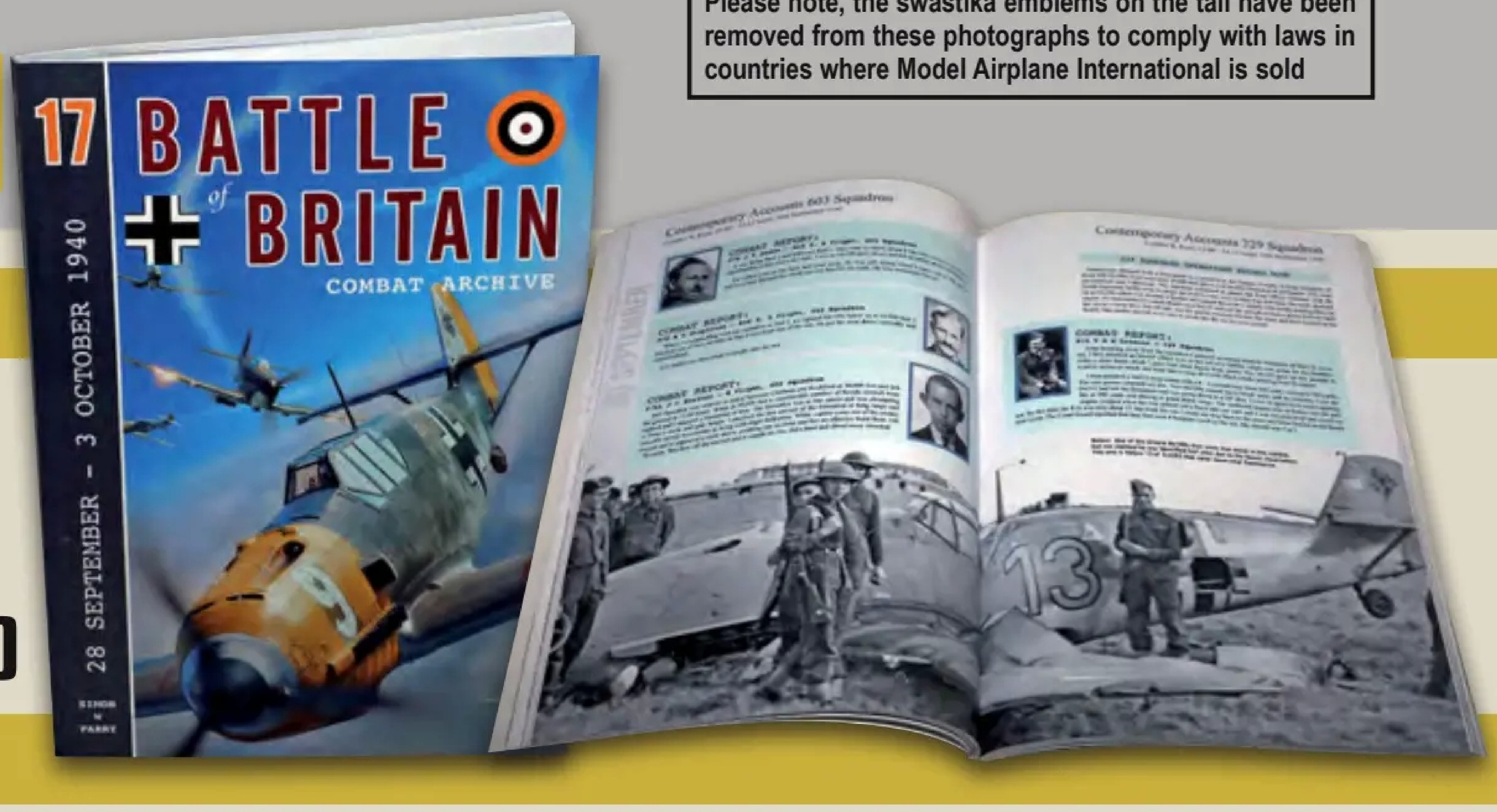
The final chapter describes the Whitley Mk.VII, a dedicated Coastal Command aircraft with radar aerials along the upper fuselage and most painted in the current Coastal Command camouflage scheme. Other modifications include more fuel capacity for long missions over the ocean. Photos and descriptive captions show the final Whitley version's differences.

The two latest Photo Profiles are excellent additions to the series and will prove very useful to modellers and make interesting reading for all interested in WWII aircraft.

Thanks once again to Wing Leader for giving us a look at these new Photo Archive books. Have a look at the list of great books previously published in this growing set. See wingleader.co.uk for ordering or specialist aviation book traders such as Avid Reader/Bookworld Wholesale for availability ■

IN PRINT

Please note, the swastika emblems on the tail have been removed from these photographs to comply with laws in countries where Model Airplane International is sold



RED KITE/WINGLEADER

Battle of Britain

Combat Archive No. 17

(28 September to 3 October 1940)

www.bookworldws.co.uk

- **By Simon W Parry**
- **Published by Red Kite/Wingleader**
- **Guide Price £25**
- **ISBN: 978-1-906592-91-2**
- **128pp, softback, 297 x 210mm**

We introduced this excellent serialised history of the Battle of Britain to readers back in our October 2019 issue when we reviewed Numbers 6 and 7. More have arrived at steady intervals over the last five years and now we have No. 17. The last book covered only one very busy day. While Battle of Britain Day continued to be celebrated as the busiest day when the tide turned in favour of the RAF, the German's continued attacking and September 27 was a maximum effort day by the Luftwaffe. This volume takes the same number of pages but describes the action on six days. Pagination continues with page 985 from where the last volume concluded. This series is due to conclude at the end of October 1940 with volume 20.

As the days and weeks of 1940 move on, summer turns into early autumn and inevitably the daylight hours decrease and the weather deteriorates. Also, the defending RAF and anti-aircraft defences improved and the Luftwaffe's loss rate increased. The cover illustration is particularly interesting, showing a Me109 with the short-lived change to carrying the aircraft number on the engine cowling. As this series progresses we see such changes mentioned in RAF pilot's combat reports. That same illustration I repeated on the opening page of the reports of activity on 30 September1940.

The reports begin with a brief mention of the activity by the Luftwaffe during the night of 27/28 September. There was two significant bombing raids on London and a couple of raids by single bombers visiting aircraft production factories. Large daytime raids did not begin until 09.50 on the morning of 28 September with a large formation of approximately 60 Me109s making landfall not far west of Folkestone. This raid was met by squadrons scrambled from airfields in Kent and Sussex. Action resulted in the loss of only two Me109s for the loss of four RAF fighters. A similar raid by 160 Me109s took place during the early afternoon approaching Kent near Dover resulting in a handful of losses on both sides before the raiders left for home, crossing the coast near Hastings. Again, the losses on both sides favoured the Luftwaffe. As follows, these actions are shown in coloured maps that show the route of the raiding Me109s and where defending RAF squadrons contacted the Me109s and where losses took place on both sides. We see reports from the squadron archives on their respective action and then individual pilot's reports of their part in the fight. RAF casualties are listed with the pilot's names and what happened to them. Some suffered minor damage and landed others took to their parachutes and others died. Smaller raids by the Luftwaffe took place during the afternoon and large bombing raids attacked London during the night.

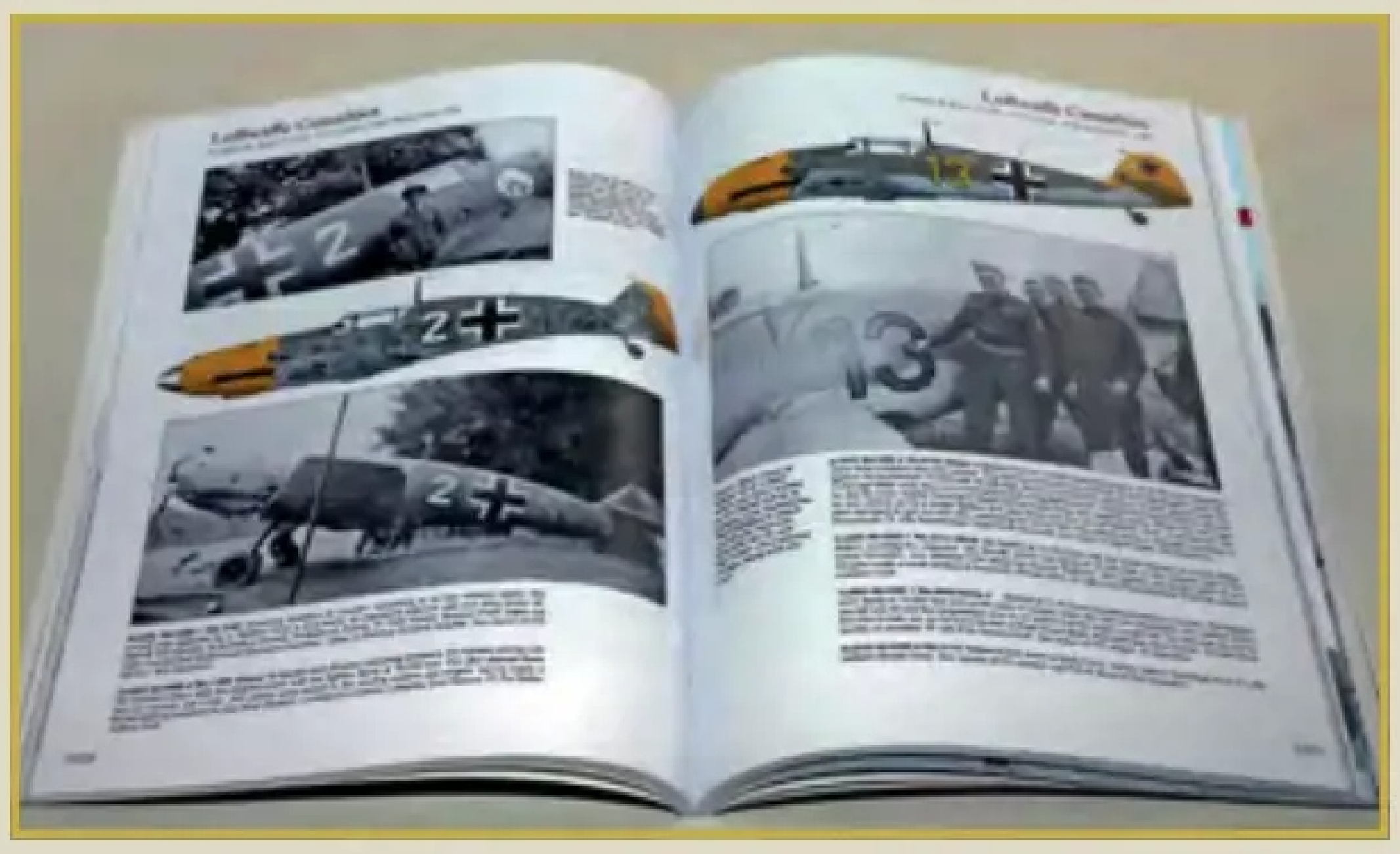
On 29 September, the Luftwaffe did not come across the Channel until late afternoon with raids consisting of fighters with a few bombers. Again, a handful of German aircraft were claimed by the RAF but the visiting Luftwaffe claimed three times that number. During the night, large bombing riads took place on targets in London and 10 He111s carried out a raid on targets In Liverpool.

Most of this book consists of a report of the action on 30 September. That day was hectic on both sides. A banner on the 30 September opening page shows the RAF flew 1,173 fighters, taking part in 168 patrols. The Luftwaffe were up early on the 30th with raids arriving over Kent at about 9 am. A smaller raid arrived an hour later followed by large raids early afternoon. Lists of claims on both sides fill a page and a half. More large raids came over the Channel just before 4 pm. Combat reports make interesting reading with one in particular appearing from a senior RAF officer. RAF Northolt's Commanding Officer decided to fly just to observe how his pilots performed in action. Group Captain Stanley Vincent found himself being attacked by German fighters. While defending himself he managed to shoot down two of the raiders. That would be a day to remember for a senior officer that normally spent the day seeing to the smooth running of an important RAF Station. Me109 White 9 that appears on the front cover ended its day inverted on the ground amongst the trees in Windsor Great Park.

The following three days were much quieter with the weather preventing much flying. For those who have not yet had a look at one of these books will find them full of great photos, coloured maps showing the action and a handful of aircraft colour profiles. The reading is fascinating with lists of combat claims on both sides and combat reports. Readers will spot some famous personalities mentioned amongst the lists of pilots taking part on both sides of the Battle. These books come highly recommended while we look forward to sight of volume 18.

Thanks once again to Wing Leader for giving us a look at this new Battle of Britain book. Have a look at the list of great books previously published in this amazing series. See wingleader.co.uk for ordering or specialist aviation book traders such as Avid Reader/ Bookworld Wholesale for availability. ■

All Recommended
Alan Firbank



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Mustang Mk.III Collection Part One

- **1:32 scale**
- **Item No. ED-32142A**

Euro Decals ED-32142A
N.A. Mustang Mk.III Collection
1:32
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PK V
CV J
YT J
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Cornwall
PL31 1JS
Tel: 01208 77772
E-Mail: fantasyprintshop@btinternet.com

Euro Decals has released two new 1:32 scale decal sets covering the North American Mustang Mk.III in British and Commonwealth service.

Five options are offered in Part One. Schemes vary with some rarely seen options across Parts One and Two. These include bare metal, Olive Drab and Neutral Grey, PRU Blue, Dark Green and Ocean Grey, and Dark Green and Dark Earth over Azure Blue (or Du Pont paint equivalents).

The set is made up from one large decal sheet and full colour A4 colour instructions sheets packed securely in a clear zip-lock plastic bag.

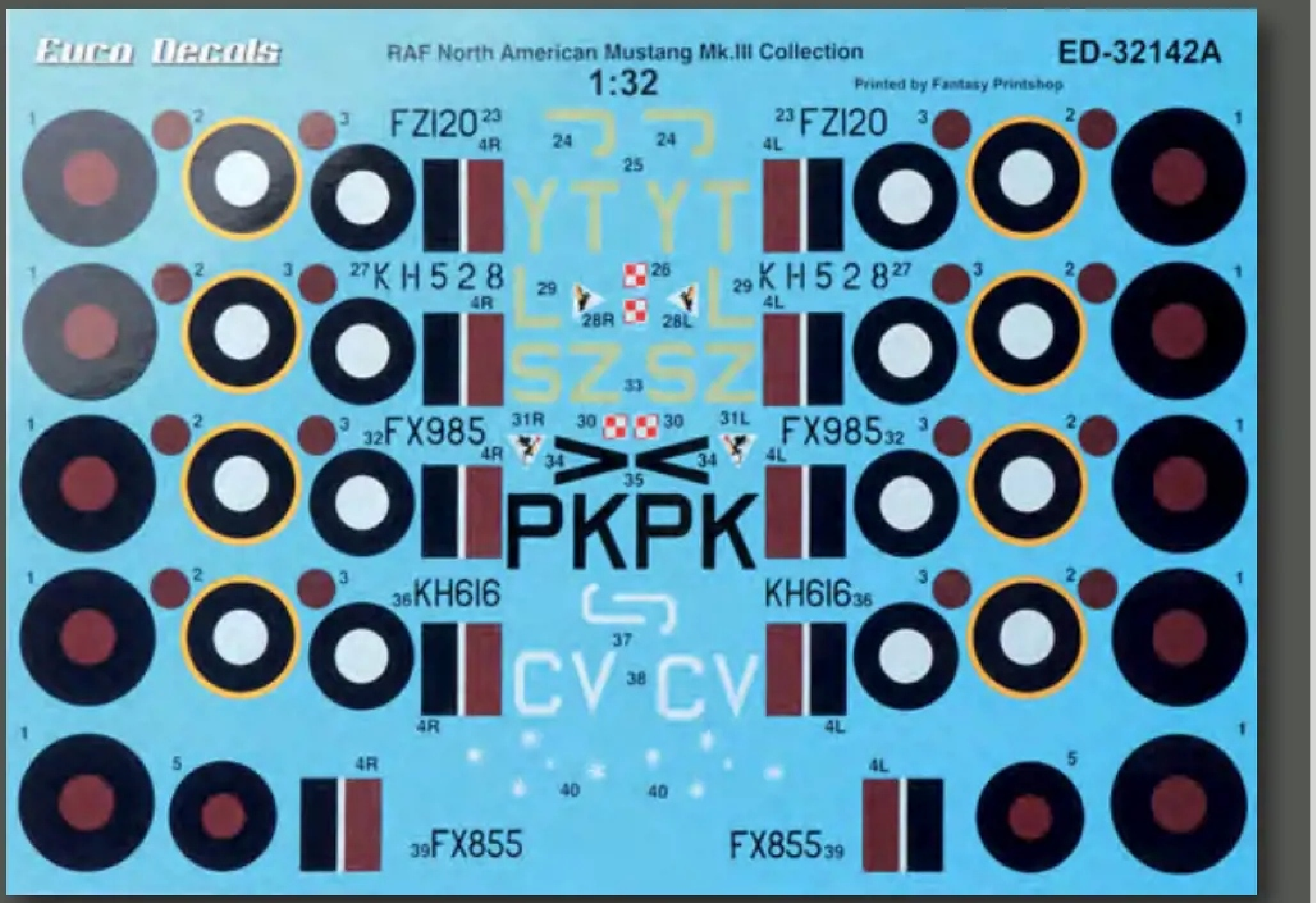
The glossy decal sheet is printed by Fantasy Printshop. The colour and saturation look great, and carrier film is thin. These should go down beautifully on your model.

Specific subjects are as follows:

- Mustang Mk.III, FZ120/YT-J, 65 Squadron, Funtington, West Sussex, UK, May 1944
- Mustang Mk.III, KH528/SZ-L, 316 (Warszawski) Polish Squadron, Coltishall, Norfolk, UK, December 1944
- Mustang Mk.III, FX985/PK-V, 315 (Deblinski) Polish Squadron, 1944
- Mustang Mk.III, KH616/CV-J, 3 Squadron RAAF, Italy, 1944-45
- Mustang Mk.III, FX855, 541 Squadron, Benson, July 1944

Instructions are supplied in colour on A4 paper. Each of the five subjects have both side views plus upper and lower plan views.

Sufficient national markings are supplied for all five subjects - very generous!


Euro Decals
RAF North American Mustang Mk.III Collection
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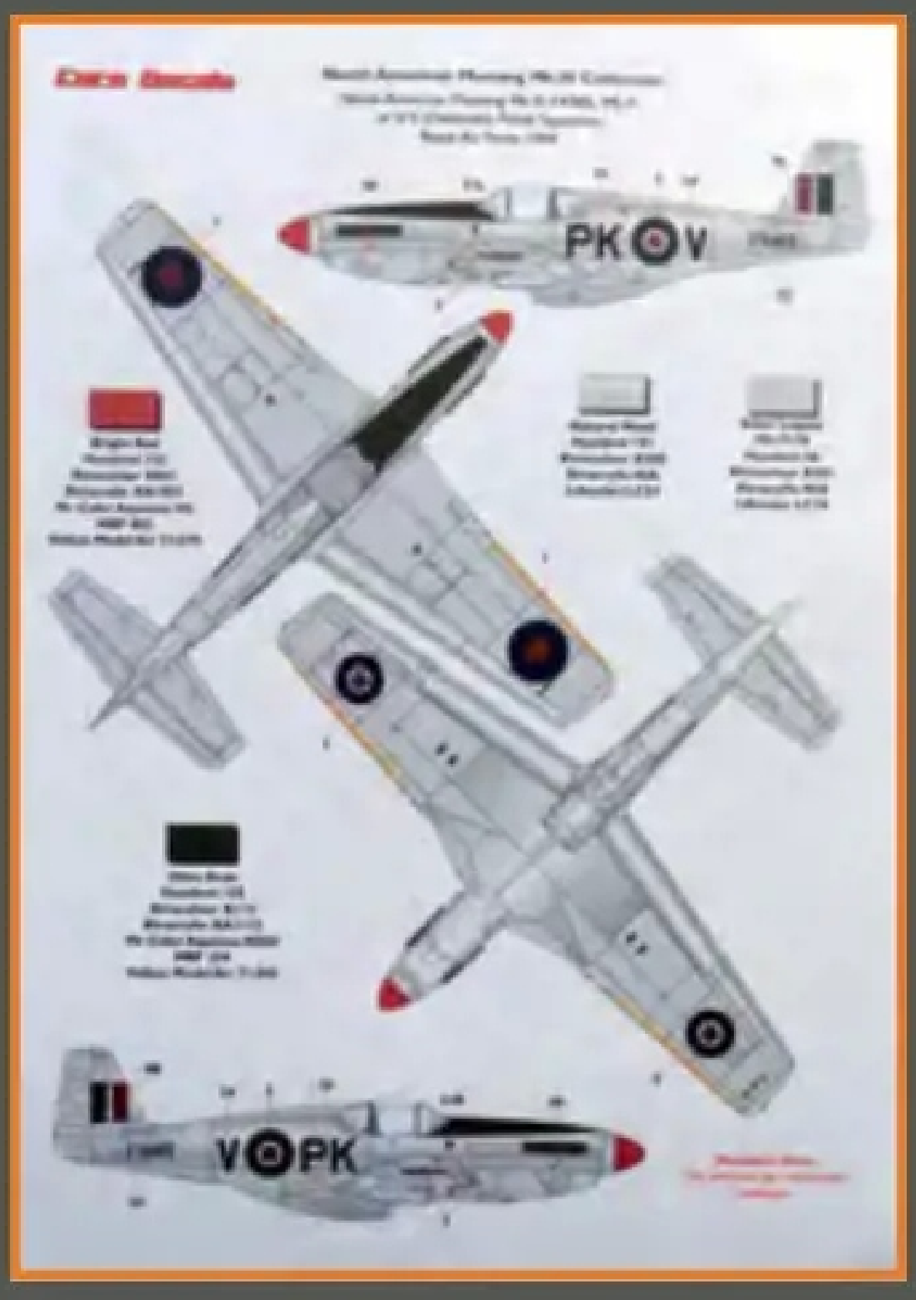

Highly Recommended. Thanks to Fantasy Printshop for the samples www.fantasyprintshop.co.uk ***Brett Green***

Decals ED-32142B
ng Mk.III Collection
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LO B
GN-V
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Mustang Mk.III Collection Part Two

- **1:32 scale**
- **Item No. ED-32142B**

The second of this decal series offers a 1:32 scale decal set covering the North American Mustang Mk.III in British and Commonwealth service.

Five options are offered in Part Two. Schemes vary with some rarely seen options across Parts One and Two. These include bare metal, Olive Drab and Neutral Grey, PRU Blue, Dark Green and Ocean Grey, and Dark Green and Dark Earth over Azure Blue (or Du Pont paint equivalents).

The set is made up from one large decal sheet and full colour A4 colour instructions sheets packed securely in a clear zip-lock plastic bag.

The glossy decal sheet is printed by Fantasy Printshop. The colour and saturation look great, and carrier film is thin. These should go down beautifully on your model.

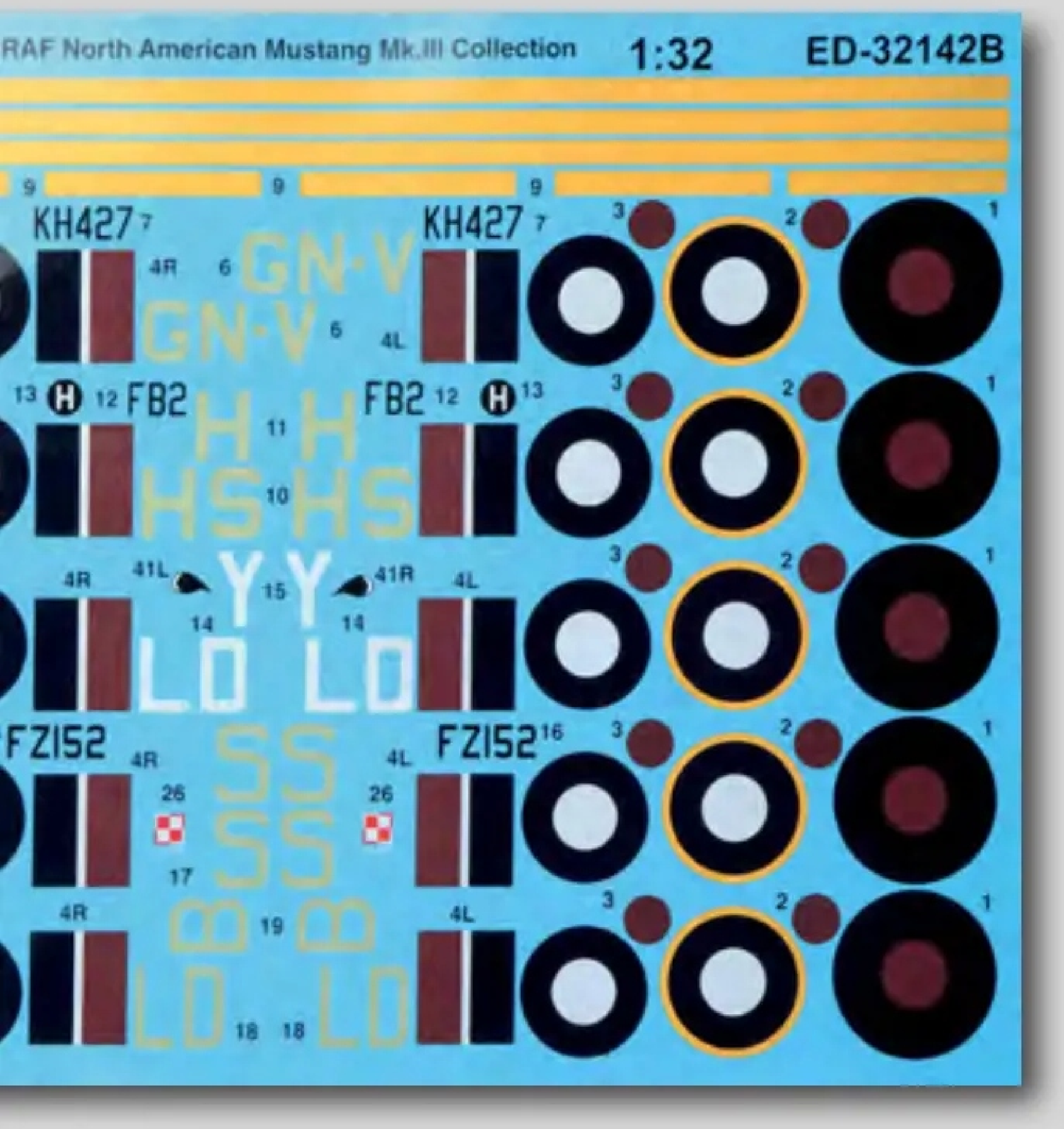
Specific subjects are as follows:

- Mustang Mk.III, KH427/GN-V, 249 Squadron, Bifernoi, Italy, 1944
- Mustang Mk.III, FB2??/HS-H, 260 Squadron, Italy, 1944
- Mustang Mk.III, LD-Y, 250 Squadron RAF, Lavariano, Italy, 1946 (this is noted as an RAAF Squadron in the instructions but it is in fact an RAF Squadron.
- Mustang Mk.III, FZ152/SS, 133 Polish Wing, Coolham, West Sussex, UK, 1944
- Mustang Mk.III, LD-B, 250 Squadron, 250 Squadron RAAF, Italy, 1946

Instructions are supplied in colour on A4 paper. Each of the five subjects have both side views plus upper and lower plan views.

Sufficient national markings are supplied for all five subjects - very generous!

Between Parts One and Two, these are perfectly printed decal sheets covering some interesting and rarely seen Mustang Mk.III schemes in 1:32 scale.


RAF North American Mustang Mk.III Collection 1:32 ED-32142B
KH427
GN-V
FB2
HS
H
Y
LD
FZ152
SS
B

Revell
LEVEL 5
03769 Tornado IDS "50 Years", 1:48
Image © Andreas Zeitler
LEVEL 4
NEW TOOL
03799 Lockheed Martin® F-35® A Lightning II®, 1:72
Additional "Beast Mode" weapons included
LEVEL 5
04284 BAe Hawk T.1A "RAF Red Arrows", 1:32
UK MOD © Crown copyright 2024
LEVEL 4
07739 Surtees TS16/03, 1:32
LEVEL 3
06790 Carson Teva's X-Wing Fighter™, 1:57
As seen in Star Wars: The Mandalorian
Available from all good model stockists and online from
hobbycraft
hobbycraft.co.uk/brand/revell

PREVIEW

AIRFIX
1:48 SEPECAT
A11010 MODEL KIT • MAQUETTE A MONTER • MODELLBAUSATZ •

JAGUAR REBORN

KIT PREVIEW Airfix 1:48 Sepecat Jaguar GR.1 / GR.1A • Kit No. A11010

The Editor takes a close look at the all-new Airfix 1:48 scale Sepecat Jaguar GR.1 / GR.1A

The SEPECAT Jaguar is a British-French supersonic jet attack aircraft originally used by the British Royal Air Force and the French Air Force in the close air support and nuclear strike role. As of 2025, the Jaguar remains in service with the Indian Air Force.

Originally conceived in the 1960s as a jet trainer with a light ground attack capability, the requirement for the aircraft soon changed to include supersonic performance, reconnaissance and tactical nuclear strike roles. A carrier-based variant was also planned for French Navy service, but this was cancelled in favour of the cheaper, fully French-built Dassault-Breguet Super Étendard. The aircraft were manufactured by SEPECAT (Société Européenne de Production de l'avion Ecole de Combat et d'Appui Tactique), a joint venture between Breguet and the British Aircraft Corporation, one of the first major joint British-French military aircraft programmes.

The Jaguar was exported to India, Oman, Ecuador and Nigeria. The aircraft was used in numerous conflicts and military operations in Mauritania, Chad, Iraq, Bosnia, and Pakistan, as well as providing a ready nuclear delivery platform for the United Kingdom, France, and India throughout the latter half of the Cold War and beyond.

The Jaguar was praised for its reliability in the Gulf War and was a valuable coalition resource. The aircraft served with the French Air Force as the main strike/attack aircraft until 1 July 2005, and with the Royal Air Force until the end of April 2007. It was replaced in service by the Eurofighter Typhoon in the RAF and the Dassault Rafale in the French Air Force.*

IN THE BOX

Airfix released their first 1:48 scale Jaguar in 1994. Heller re-boxed the kit, as did Revell in more recent times. These kits were somewhat simple with a basic cockpit, feature-poor design (fixed control surfaces, slats and flaps) and heavy recessed detail.

Still, 1:48 scale modellers had no alternative until Kitty Hawk's Jaguars followed nearly two decades later. The newer kit quickly established a dreadful but deserved reputation for poor fit and inaccuracy. The kit is now mercifully out of production with the demise of Kitty Hawk, leaving a Jaguar-shaped gap in the market for this important Cold Warrior.

Airfix has now released a brand new 1:48 scale Sepecat Jaguar GR.1 / GR.1A. This one simply blows the previous generation into dust.

The kit comprises 230 parts in grey plastic, 13 parts in clear plastic and markings for four aircraft.

The model is packed in a stout cardboard box with a separate lid – a small detail perhaps but more robust that end-opening boxes.

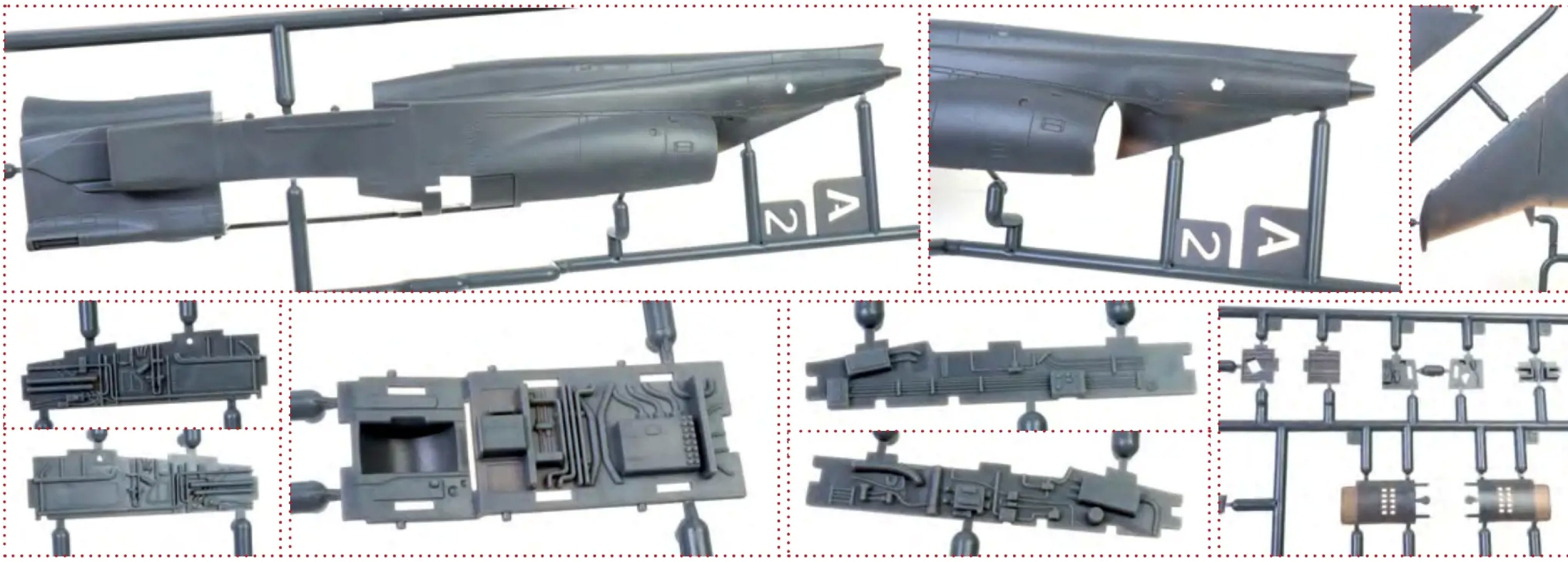
The grey plastic is Goldilocks material - not too hard, not too soft but just right. The plastic is easy to clean up and work on.

Surface textures are really lovely with recessed panel lines that are appropriately placed and crisp. Rivets are recessed and raised as appropriate and there are plenty of scoops, vents and so forth. The overall effect is very well done.

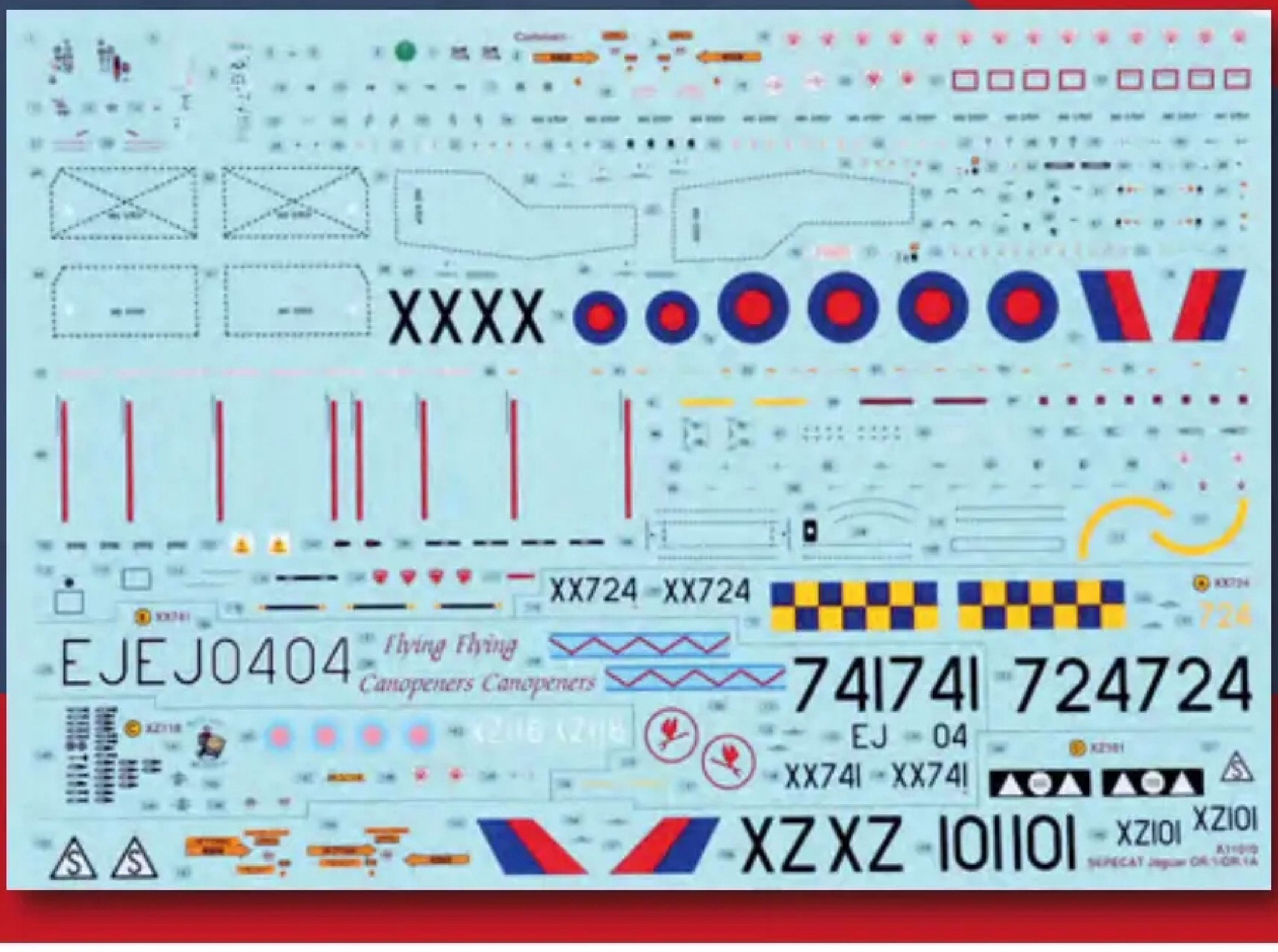
The cockpit looks good. Optional overlay decals are supplied for the side consoles and instrument panel or you may prefer to paint the raised panel detail with a fine brush.

A choice of two different ejection seats is offered. The Martin-Baker Type 9B Type 2 is

1. Once section of the mid-rear fuselage halves. 2. Note the subtly raised rivets. 3. Recessed rivet detail on the upper wing half. 4. One of the two supplied pilot figures. 5. The intakes are assembled with a jig, supplied on the sprues. 6. Nice detail on the exhausts. 7. Two ejection seats are supplied. 8. Lovely raised plumbing. 9. More interior details. 10. Front wheel well detail.



XZ118
JAGUAR GR.1/GR.1A



made up from seven parts while the Martin-Baker Type 9B Type 3 is made up from eight parts. Cushions and pull handles are included but harness straps are not.

Two pilot figures are supplied. One is wearing a temperate climate flying suit and the other is in desert garb. They are both fitted in full harness straps.

There are a few errors and omissions in the cockpit. The control panel for the navigation system is missing from the left side of the instrument coaming and the glareshield is only correct for a GR.1, not a GR.1A.

Also note that the instrument panel is not correct for a Gulf War Jaguar. The circular projected map display was replaced with a rectangular LCD unit.

Kit engineering is thoughtful. The forward fuselage is moulded with the clear chisel nose. A plastic jig is offered to cut the nose off and replace it with the alternative pointed nose. This surgery is only required for marking option A.

Jigs are also supplied for assembling the intakes. Optional FOD guards are included for those who don't like painting jet intakes (including me).

Wheel bays are made up from "flat packs" with separate sides and tops. Interior detail is beautiful.

The burner cans and flame holders are equally good.

The upper wing halves are full span with separate lower sections.

Leading edge slats, flaps and speed brakes are all separate assemblies that may be posed closed or open.

A choice of upper wing fences or AIM 9L Sidewinder missile launch rails is offered too.

Airfix has supplied plenty of ordnance including 1,000lb retarded bombs, 1,000lb free fall bombs, 1,200 litre fuel tanks, EMI reconnaissance pod, fuel tanks plus ALQ-101 and PHIMAT pods.

The undercarriage looks great – intricate and well detailed. Care will be required to ensure accurate alignment. Tyres are bulged and flattened.

Clear parts look good. The canopy may be posed open.

Instructions come supplied in a 20 page booklet.

MARKINGS

Markings are offered for four Jaguars:

- XX724/724, 54(F) Squadron, RAF Lossiemouth, Scotland, 1974
- XX741:EJ, 6(AC) Squadron, RAF Coltishall, England, 1990-94
- XZ118/Y Buster Gonad, 41 (Composite) Squadron, Operation Granby/Desert Storm, Muharraq Airport, Bahrain, October 1990 – March 1991
- XZ101:S, II(AC) Squadron, RAF Laarbruch, West Germany, 1976

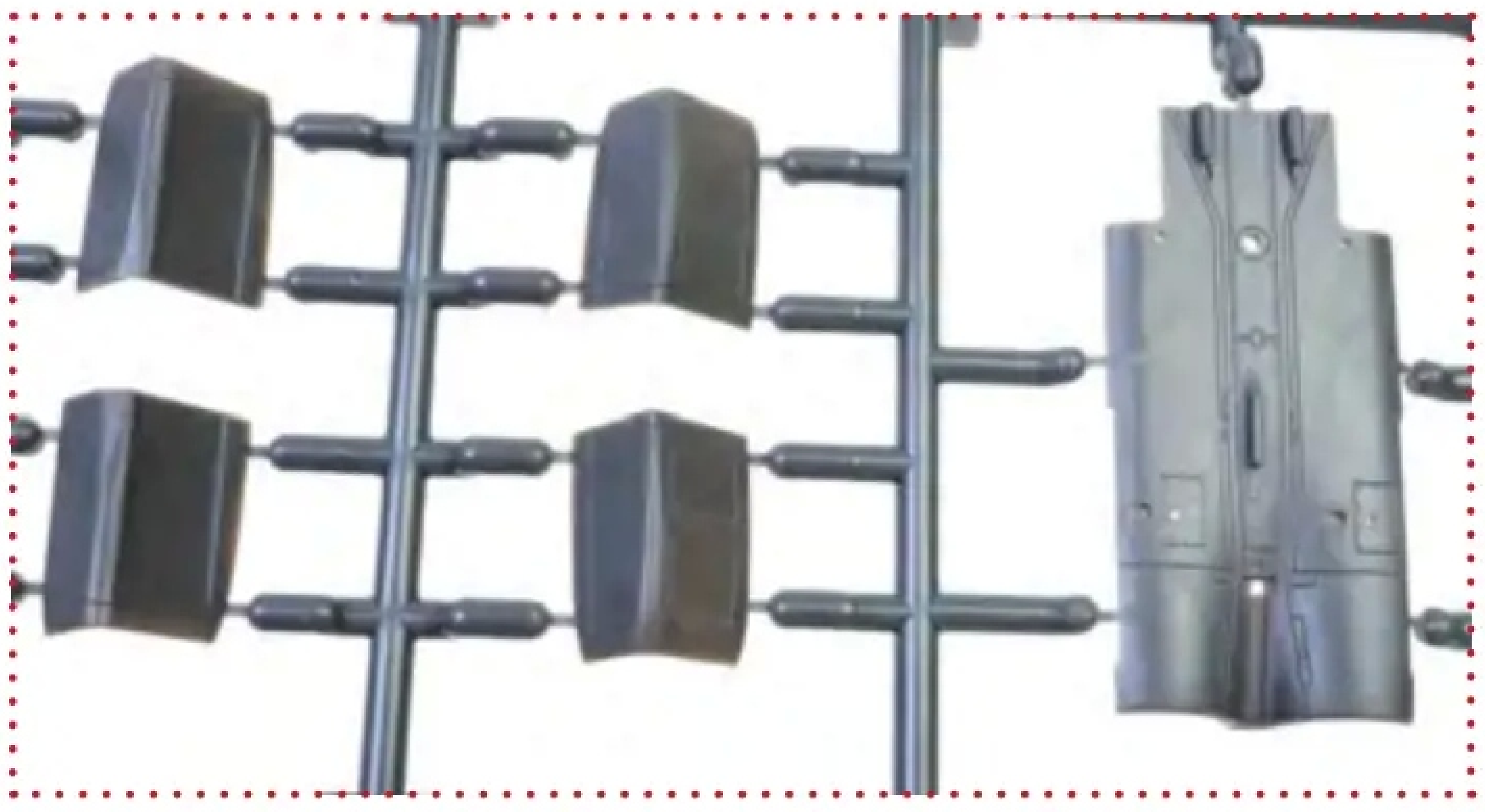
Decals are glossy in finish, with good colour saturation and registration.

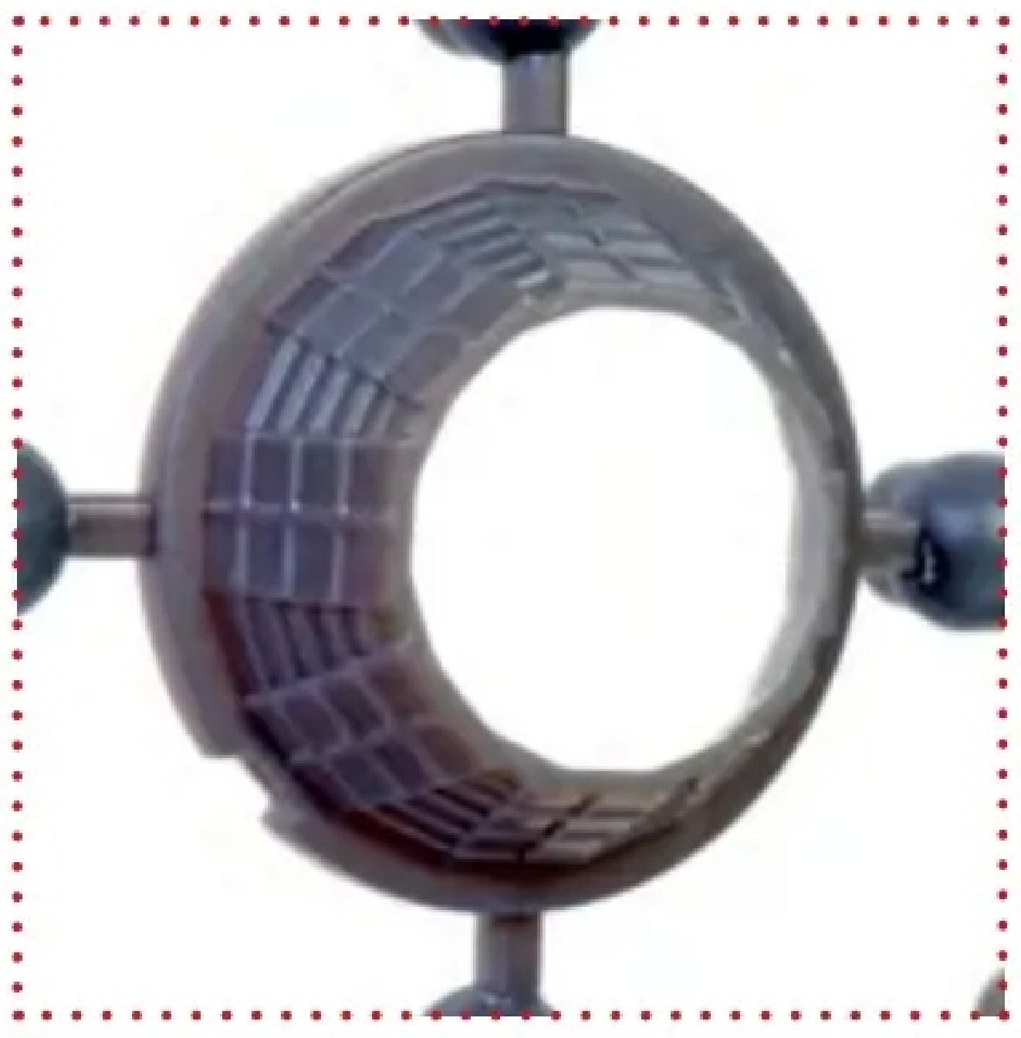
CONCLUSION

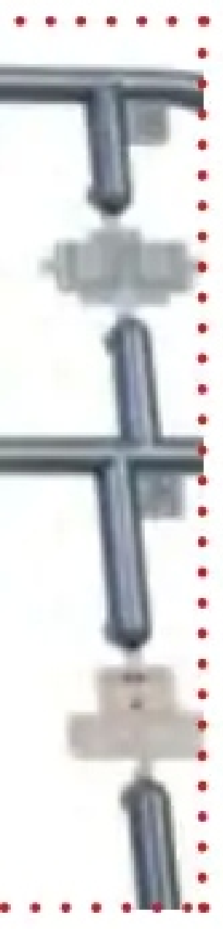
Airfix has delivered a real beauty with their all-new 1:48 scale Jaguar. Detail is world class, surface textures are restrained and convincing, options are plentiful and welcome, and parts breakdown is straightforward. ■

Sample purchased by reviewer from Hannants ***www.hannants.co.uk***

11. The interior detail just keeps on giving. 12. Smaller parts are equally well detailed and moulded. 13. The inside of the chisel nose. 14. The instrument panel. This is an early style than the Gulf War version. 15. Rear cockpit bulkhead with raised detail moulded in place. 16. The two clear sprues are free from distortion.







** Historical text from Wikipedia https://en.wikipedia.org/wiki/SEPECAT_Jaguar*

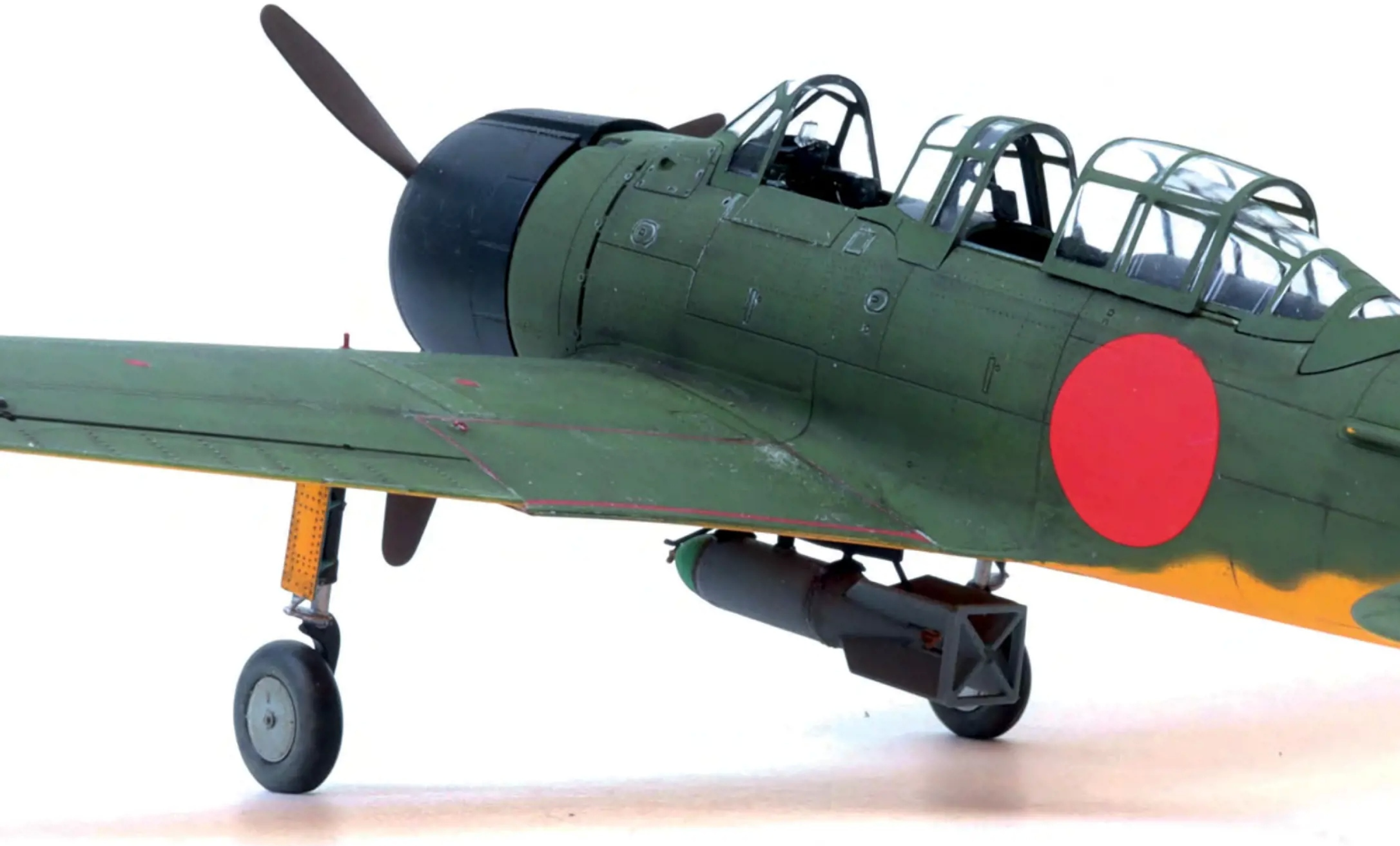
FEATURE ARTICLE

Eduard 1:48 Kamikaze A6M5/A6M2-K Dual Combo Limited Edition • Kit No. 11184

DOUBLE TROUBLE

PART ONE - IN BOX AND ASSEMBLY

Brett Green gets his hands on an early example of Eduard's 1:48 Kamikaze A6M5/A6M2-K Dual Combo package and builds the two-seater option.



Various models of the A6M Zero, including the A6M5 and the two-seater trainer A6M2-K, were employed in kamikaze operations during the final phases of the Pacific war.

Kamikaze was a part of the Japanese Special Attack Units of military aviators who flew suicide attacks for the Empire of Japan against Allied naval vessels in the closing stages of the Pacific campaign of World War II, intending to destroy warships more effectively than with conventional air attacks.

About 3,800 kamikaze pilots died during the war in attacks that killed more than 7,000 Allied naval personnel, sank several dozen warships, and damaged scores more.

Kamikaze aircraft were pilot-guided explosive missiles, either purpose-built or converted from conventional aircraft. Pilots would attempt to crash their aircraft into enemy ships in what was called a "body attack" in aircraft loaded with bombs, torpedoes, and/or other explosives.

About 19 percent of kamikaze attacks were successful.

The Japanese considered the goal of damaging or sinking large numbers of Allied ships to be justification for suicide attacks.

By late 1944, Allied qualitative and quantitative superiority over the Japanese in both aircrew and aircraft meant that kamikaze attacks were more accurate than conventional airstrikes, and often caused more damage. Some kamikazes hit their targets even after their aircraft had been crippled.

The attacks began in October 1944, at a time when the war was looking increasingly bleak for the Japanese. They had lost several decisive battles; many of their best pilots had been killed, and skilled replacements could not be trained fast enough; their aircraft were becoming outdated; and they had lost command of the air and sea. These factors, along with Japan's unwillingness to surrender, led to the institutionalization of kamikaze tactics as a core aspect of Japanese air warfare strategy as Allied forces advanced towards the home islands. ▶

1:48

SKILL LEVEL:
INTERMEDIATE

SPECIFICATION:
Eduard 1:48 Kamikaze A6M5/A6M2-K Dual Combo Limited Edition
Kit No. 11184

ACCESSORIES USED:
LifeLike Decals Item No. 48-SP-01 – Hinomaru for Zero Fighters

TOOLS AND MODELLING PRODUCTS USED:
- Tamiya Extra Thin Cement
- Revell Contacta Cement
- Gator's Grip Acrylic Glue
- Selley's Super Glue
- Tamiya Surfacer
- Zip Kicker (super glue accelerator)
- Tamiya Masking Tape (Yellow Kabuki tape)
- Harder & Steenbeck Infinity CR Plus 2024 airbrush

PAINTS AND FINISHING PRODUCTS USED:
- Tamiya (acrylic): X-23 Clear Blue; X-24 Clear Red; XF-1 Flat Black; XF-2 Flat White; XF-64 Red Brown; XF-89 Dark Green 2.
- SMS Premium Lacquer Paints: Grey Primer; White Primer; Aluminium; RAAF Dark Green FS34102; Zinc Chromate FS33481; RLM 04 Gelb.
- Tamiya Spray Can –Grey Primer; AS-12 Bare Metal Silver.
- Gunze Mr Hobby Aqueous Hobby Colour: H81 Khaki;
- Gunze Mr Colour lacquers: 57 Metallic Blue-Green; 58 Orange Yellow; 218 Aluminium.
- Gunze Mr Metal Colour: 217 Gold.
- Testors Non-Buffing Metalizer – Aluminium, Gunmetal.
- Mr Hobby Mr Color Leveling Thinner 400.
- Vallejo Model Color (acrylic): 70865 Oily Steel; 919 Foundation White; 70953 Flat Yellow; 70957 Flat Red.
- Vallejo Panzer Aces (acrylic): 301 Light Rust; 337 Highlight Ger. (Black)
- Winsor & Newton Galeria Flat Varnish
- Prismacolor Silver Pencil
- Tamiya Weathering Pastels Sets A and B
- Future Floor Polish

✓ Accurate; high level of detail; outstanding surface features including crisply recessed panels and subtle raised textures where appropriate; assembly jig for engine cowling; separate control surfaces; includes colour photo-etched parts; includes die-cut canopy masks.

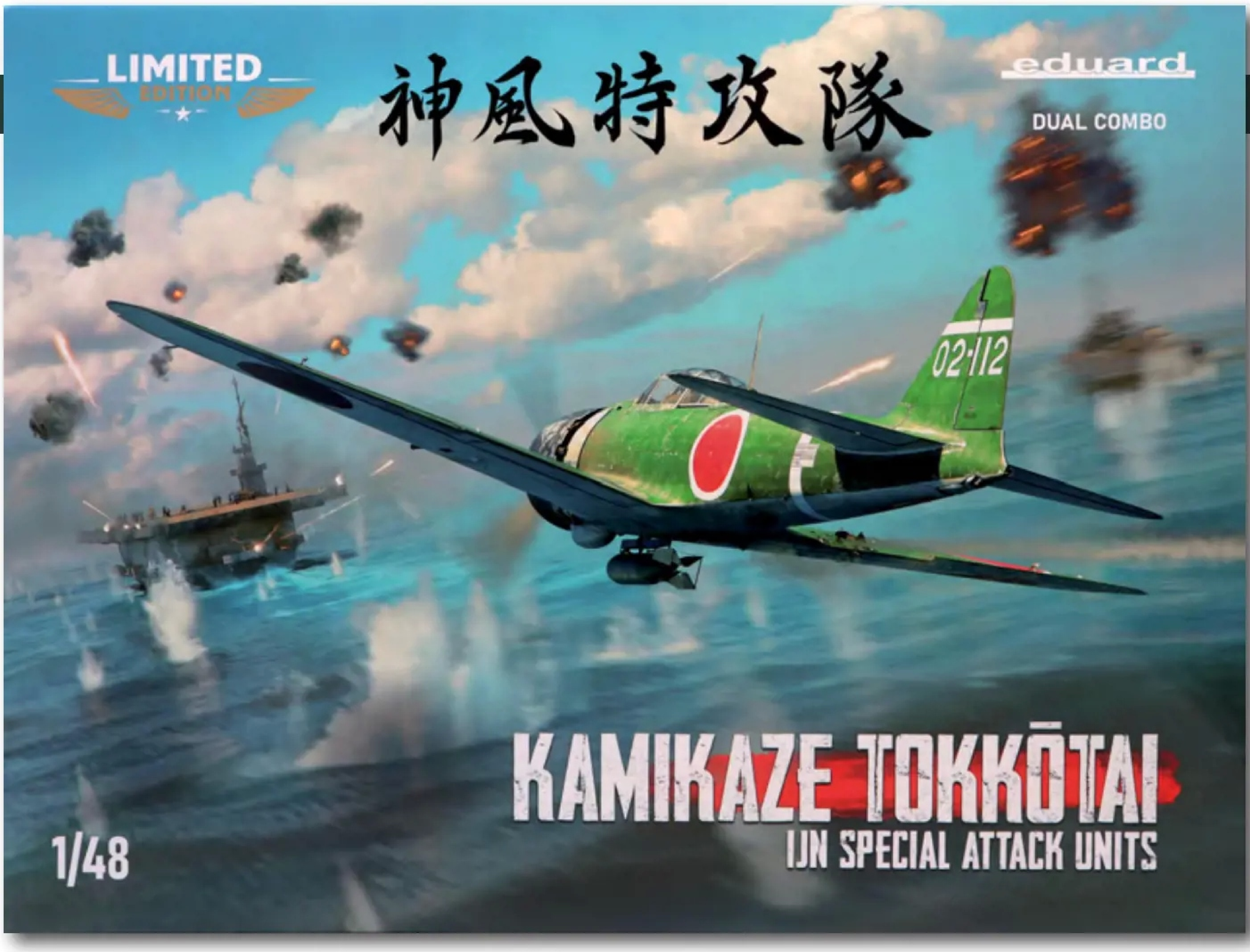
✗ None noted.

Thanks to Eduard for the sample.
Eduard kits are available online from their website
www.eduard.com

RATING: 9/10

** Historical summary courtesy of Wikipedia*

Eduard 1:48 Kamikaze A6M5/A6M2-K Dual Combo Limited Edition • Kit No. 11184



Eduard's action-packed box art.

1. Two complete kits are included in the box. This is the fuselage of the A6M2-Ktwo-seater. 2. Some structural detail is moulded on the fuselage interior. 3. Detail parts are just as nice as the larger ones. Note the perforations in the pilot's seat. 4. The full span lower wing of the two-seater option. 5. Surface textures are just gorgeous. Check out the panel lines and the very fine lines of rivets. 6. Ordnance includes a bomb for the centreline. 7. The other fuselage is destined for the A6M5 Zero Type 52 also in the box. 8. This is the centre section of the lower wing for the A6M5 Type 52 option. Truly stunning. 9. The cockpit floor features raised rivets and recessed textures along with details moulded in place. 10. The busy clear sprue includes new parts for the two-seater. 11. Two colour photo-etched frets are included. This one is for the A6M2-K. 12. Here is the photo-etched fret for the A6M5 Zero Type 52. 13. The main decal sheet for both the A6M2-K and the A6M5. 14. Two small stencil and marking sheets are also included.

IN THE BOX

It is always a treat to welcome a brand new tooling from Eduard, and they have been running in overdrive lately with an eclectic mix of esoteric and famous subjects.

Eduard continues their ambitious release programme with another substantially new 1:48 scale Dual Combo release in April 2025 - Kamikaze Tokkotai IJN Special Attack Units.

The package includes two complete 1:48 scale kits in the one box, both of which are new variants for Eduard. First is the A6M5 Zero Type 52, and the second kit is the A6M2-K two-seater trainer.

Parts are supplied to build one of each variant.

A 48 page instruction book with a five page illustrated history section plus decals for ten Kamikaze subjects are also included.

Surface texture is everything we have come to expect from Eduard - just gorgeous. There are very fine and crisply recessed panel lines, rivets and fasteners.

There are also rows of subtly raised rivets and weld beads on the drop tank, plus raised fabric rib stitching and wing panels. These really add to the effect and the closer you look, the better it gets! I can't see any moulding imperfections in my kit.

Assembly starts in the cockpit. Some structural detail is moulded onto the inside of the fuselage sides, and the front office is enhanced with Eduard's excellent colour photo-etched parts. Separate parts are supplied for the fuse box, throttle quadrant, radios, side console, bulkheads and more. These are built up in layers on the inside of the fuselage halves.

The instrument panel may be finished with either the supplied colour photo-etched parts or decals. If you prefer, you could paint the plastic parts yourself too – the choice is yours.

The one-piece seat is moulded with full perforations and it looks quite acceptably thin. If you want thinner still, Eduard is offering a 3D printed seat as an aftermarket option.

Colour photo-etched harness straps are also included.

The cowl machine guns are also built into the front of the A6M5 cockpit. The overall effect should look very busy when this is all in place.

The engine is made up from just seven parts including the rear mount but detail is very crisp and fine. It should look very nice after careful painting and weathering.

Eduard supplies a cylindrical jig to help align the cowling parts during assembly. The cowl is made up from two sides, a top part with the gun troughs moulded in place and a separate intake duct for the bottom of the cowling. The jig is a great idea. It offers the best of both worlds – nice deep detail free from sink marks plus perfect alignment if the jig is used correctly.

The wings are conventionally presented as a full-span lower section and separate upper halves. The wheel wells are built up from five separate parts that are glued to the inside of the lower wing halves. One of these parts acts as a nice rigid wing spar. Additional detail parts are also included for the wheel wells.

Ailerons, elevators and rudder are all separate parts. Flaps are moulded shut.

Bombs and a training arrestor device are included.

Wing tip navigation lights are supplied as clear parts.

The canopy parts are clear, thin and free from distortion. The A6M5 canopy may be posed open or closed. Alternative parts are offered for open or closed sliding section.

The A6M2-K forward cockpit canopy is permanently open, but the rear canopy may be posed open or closed.

Self-adhesive die-cut masks are provided for the canopy and the main wheel hubs.

MARKINGS

Markings are offered for ten Kamikaze aircraft.

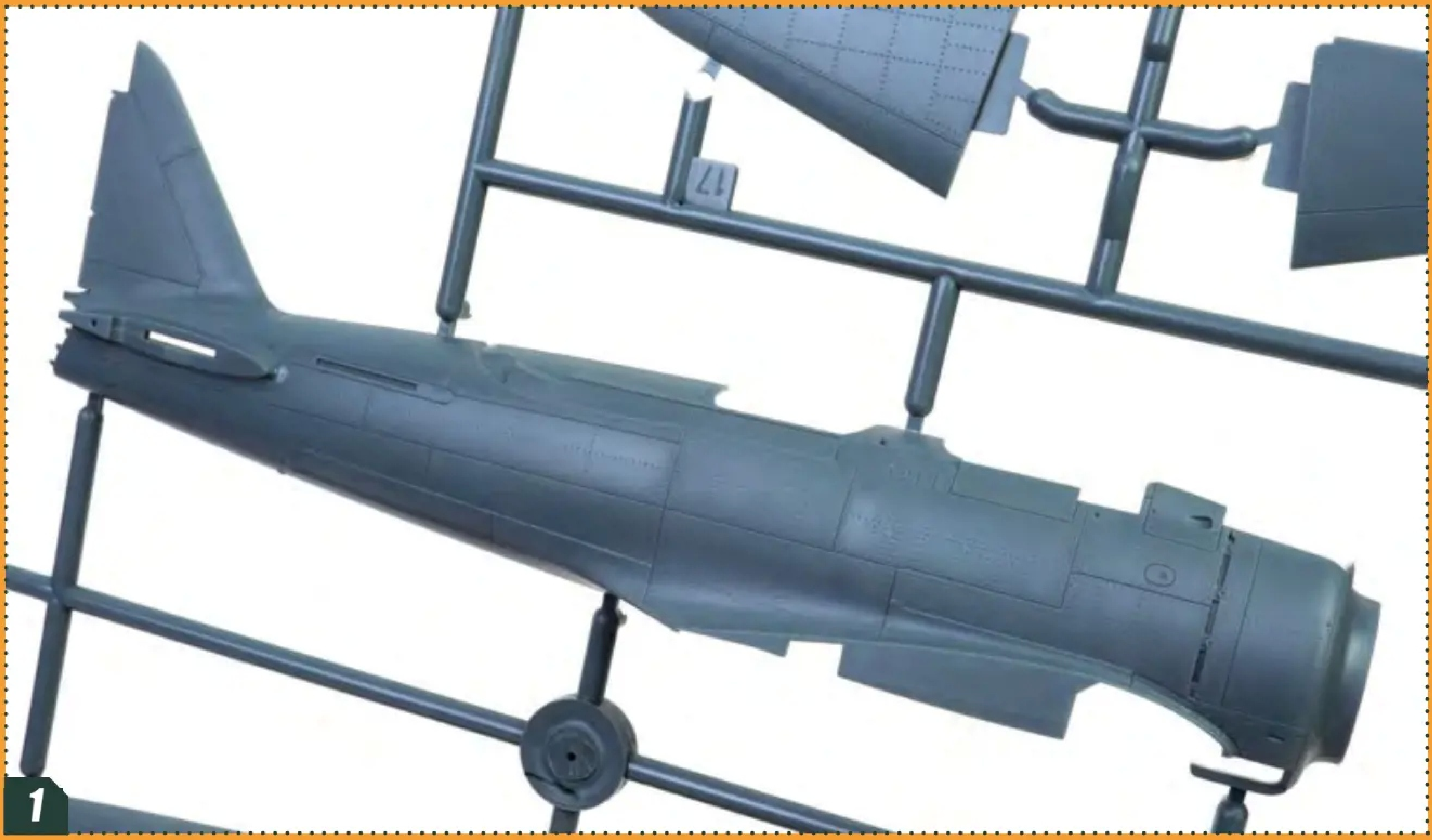
The instructions offer four view colour illustrations for all ten options, plus individual histories for each subject.

They are:

- A6M5 Zero Type 52, probably c/n 4271, Lt. Yukio Seki, 1st Kamikaze Tokubetsu Kogekitai, Shikishima-tai, Mabalacat airfield, Phillipines, October 1944
- A6M5 Zero Type 52, Hikotai 165, Kokutai 653, IJN Zuih?, ?ita base, Japan, September 1944
- A6M5 Zero Type 52, Kokutai 210, Meiji Base, Japan, winter 1944-1945
- A6M5 Zero Type 52, Lt. (jg) Yasunori, Kamikaze Tokubetsu Kogekitai, Dai 7 Shiwa-tai, Kanoya Base, Japan, May 1945
- A6M5 Zero Type 52, Lt. Nao Sugisaki, Kokutai 352, Omura Base, Japan, March 1945
- A6M2-K, Ensign Koizumi, Kamikaze Tokubetsu Kogekitai, Dai 7 Showa-tai, Kanoya Base, Japan, April 1945
- A6M2-K, Kasumigaura Kokutai, Sentokai Tokubetsu Kogekitai, Chitose Base, Japan, July 1945
- A6M2-K, Lt. (jg) Tamotsu Kaneko, Kamikaze Tokubetsu Kogekitai, Dai 1 Tsukuba-tai, Kanoya Base, Japan, April 1945
- A6M2-K, Tsukuba Kokutai, Tsukuba Base, Japan, 1944
- A6M2-K, Tsukuba Kokutai, Tsukuba Base, Japan, 1944

The decal sheets are printed by Eduard. Stencils are also included on two separate smaller sheets.

Printing and registration look good on my samples. ▶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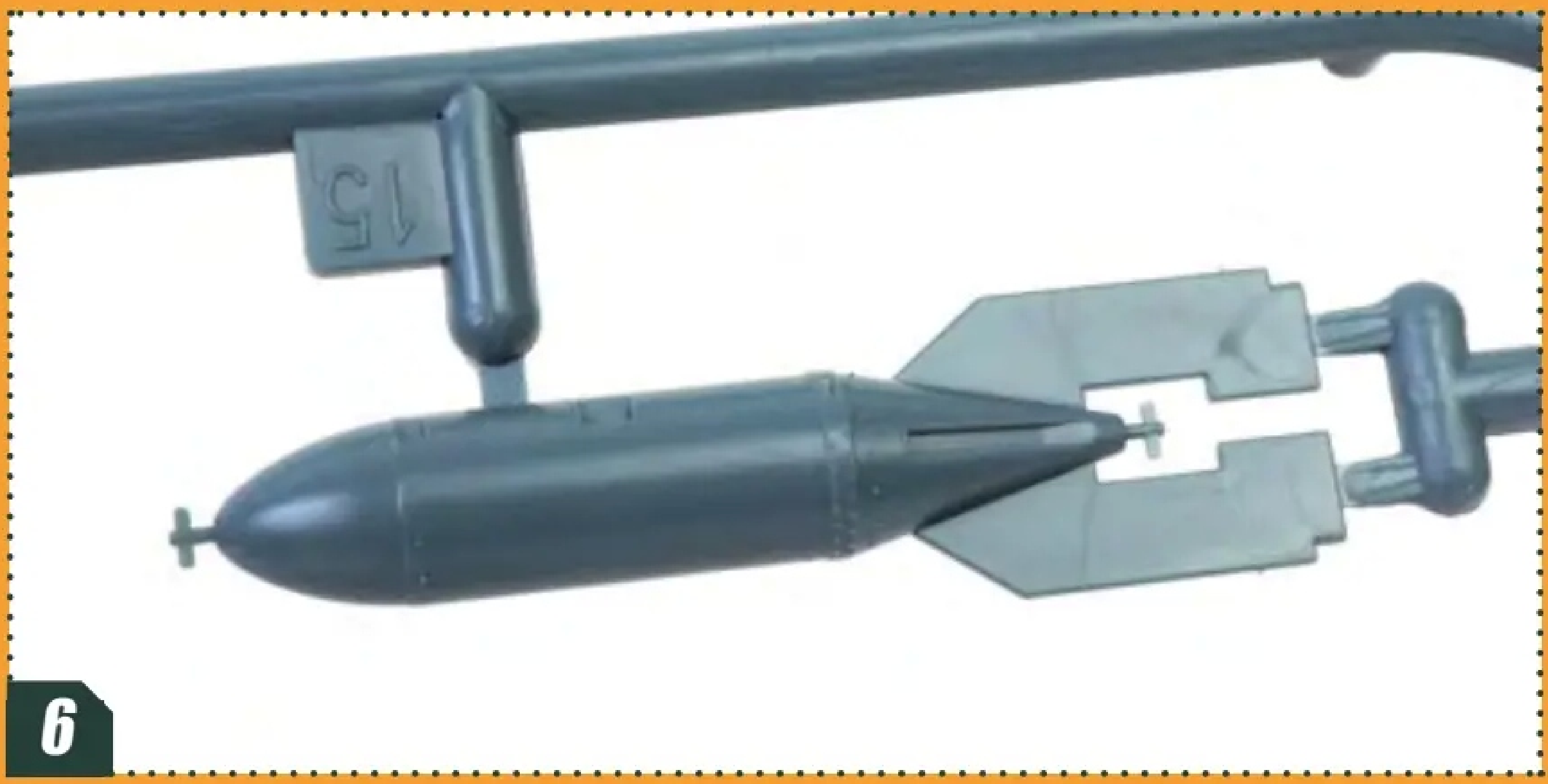
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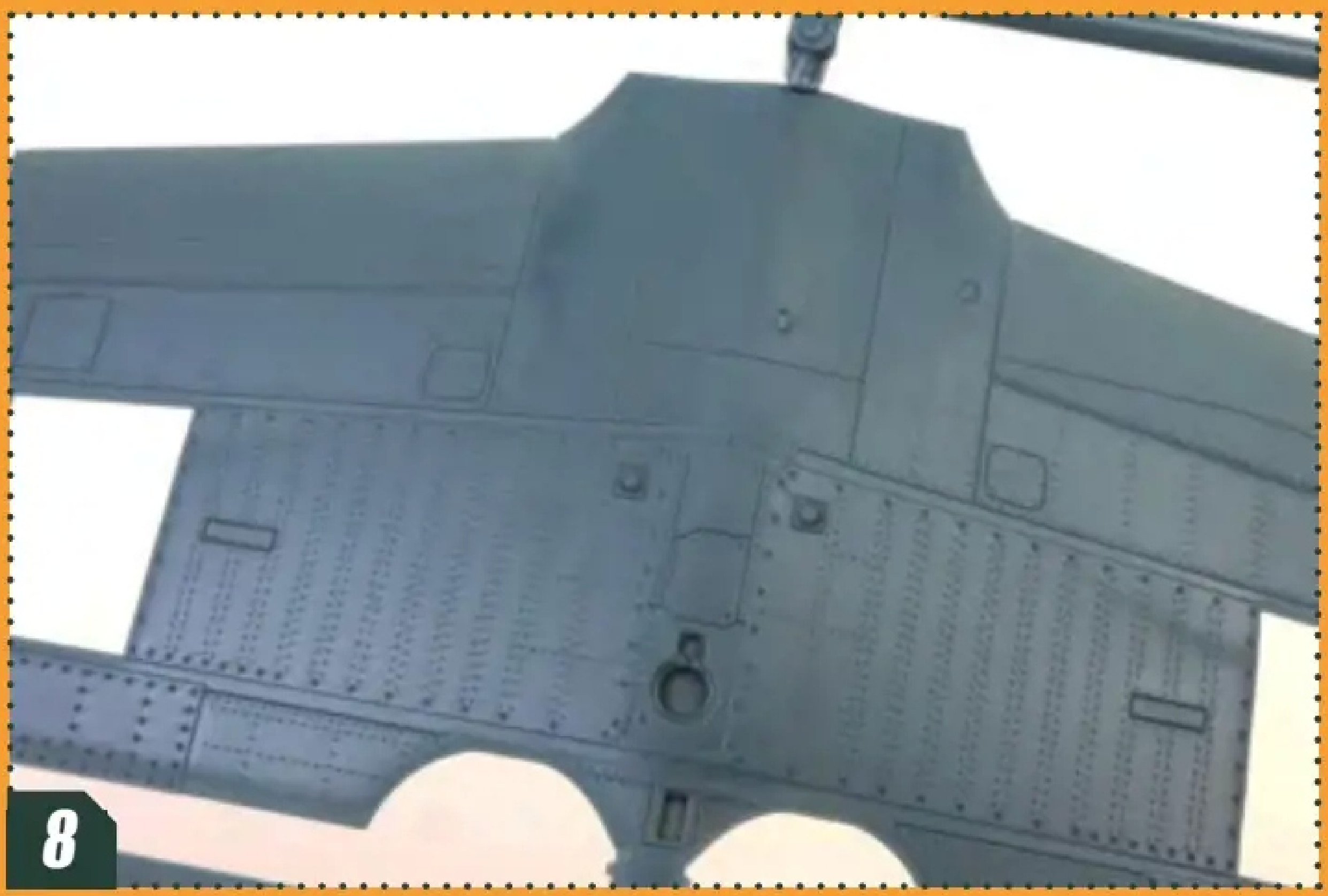
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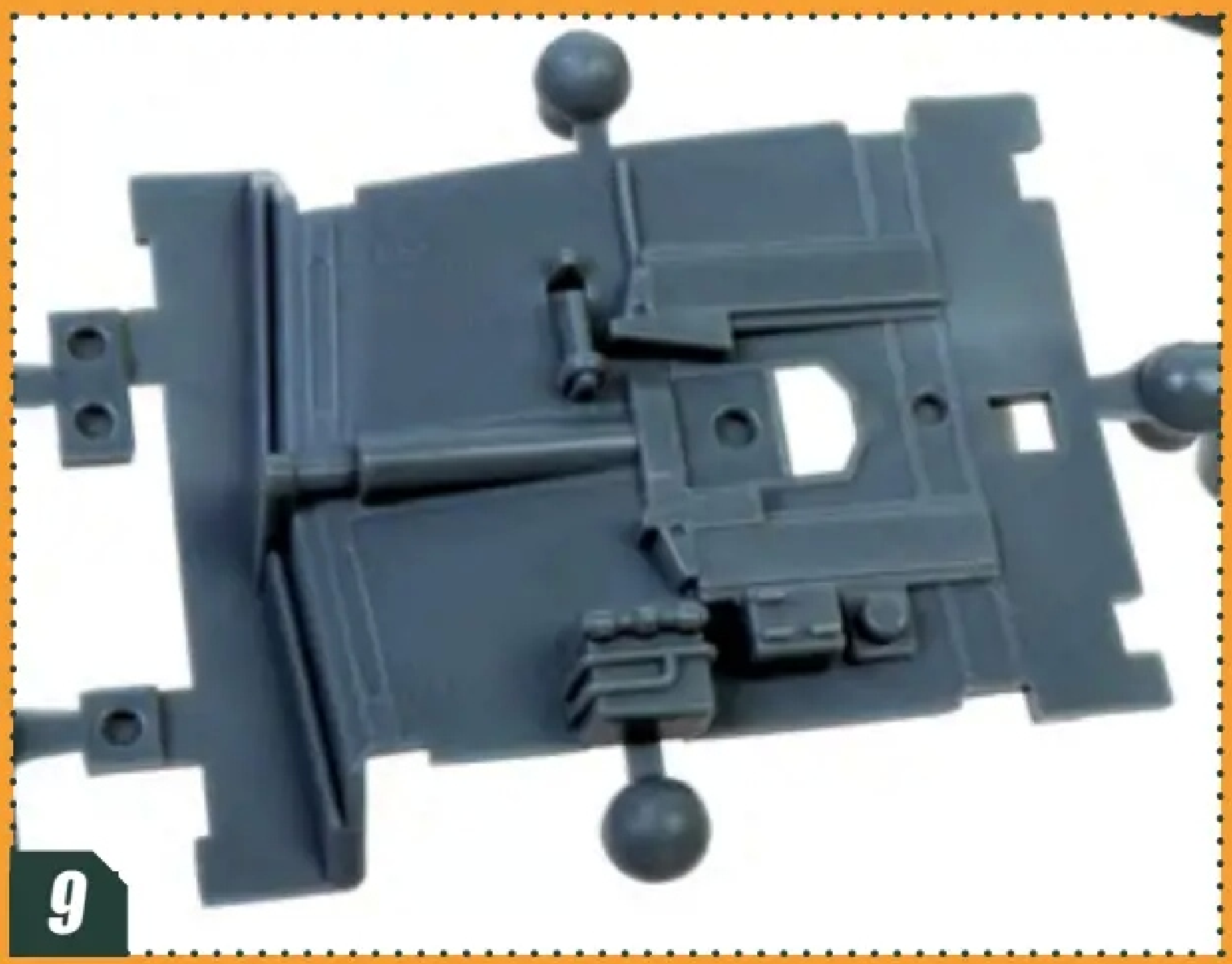
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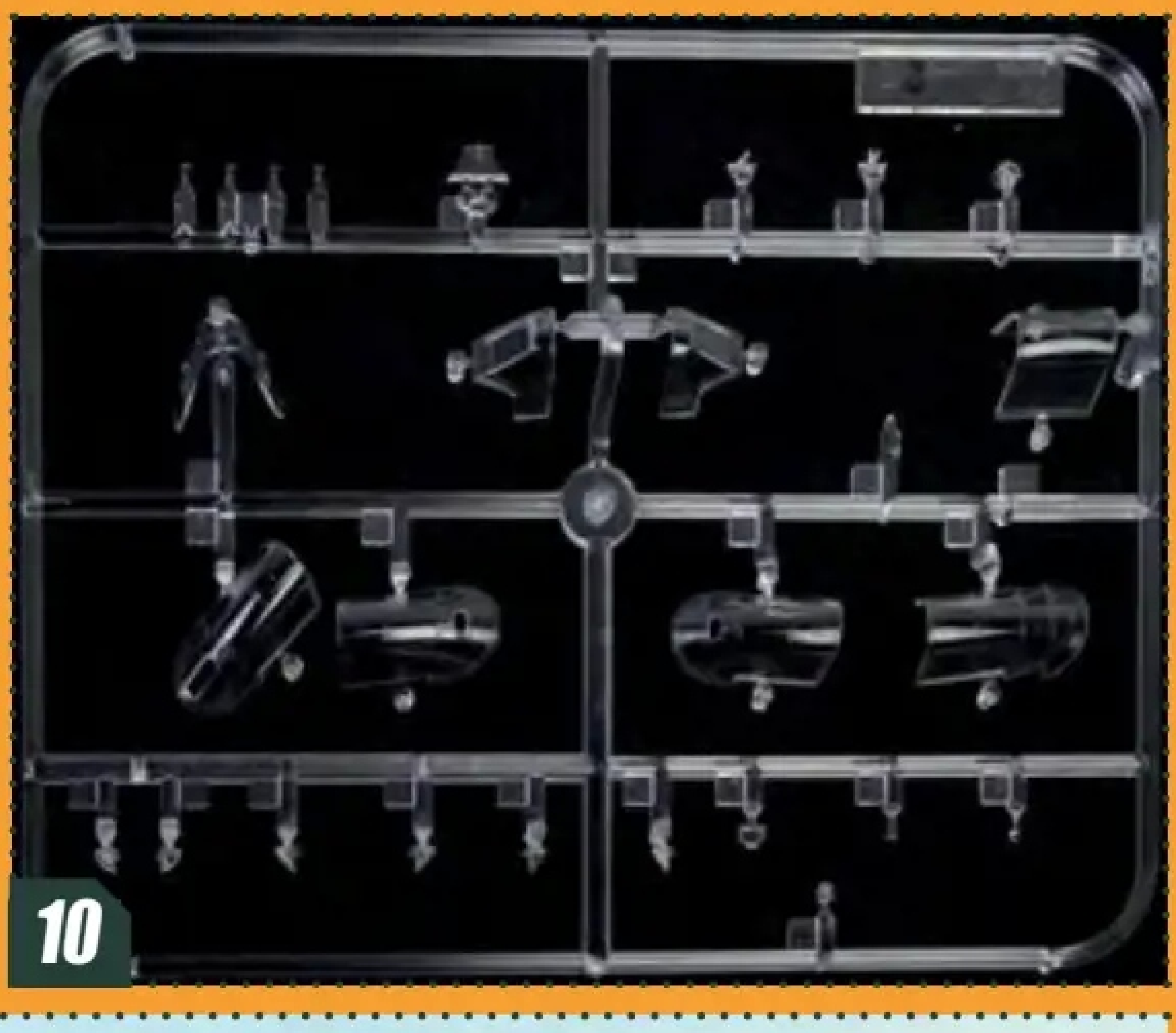
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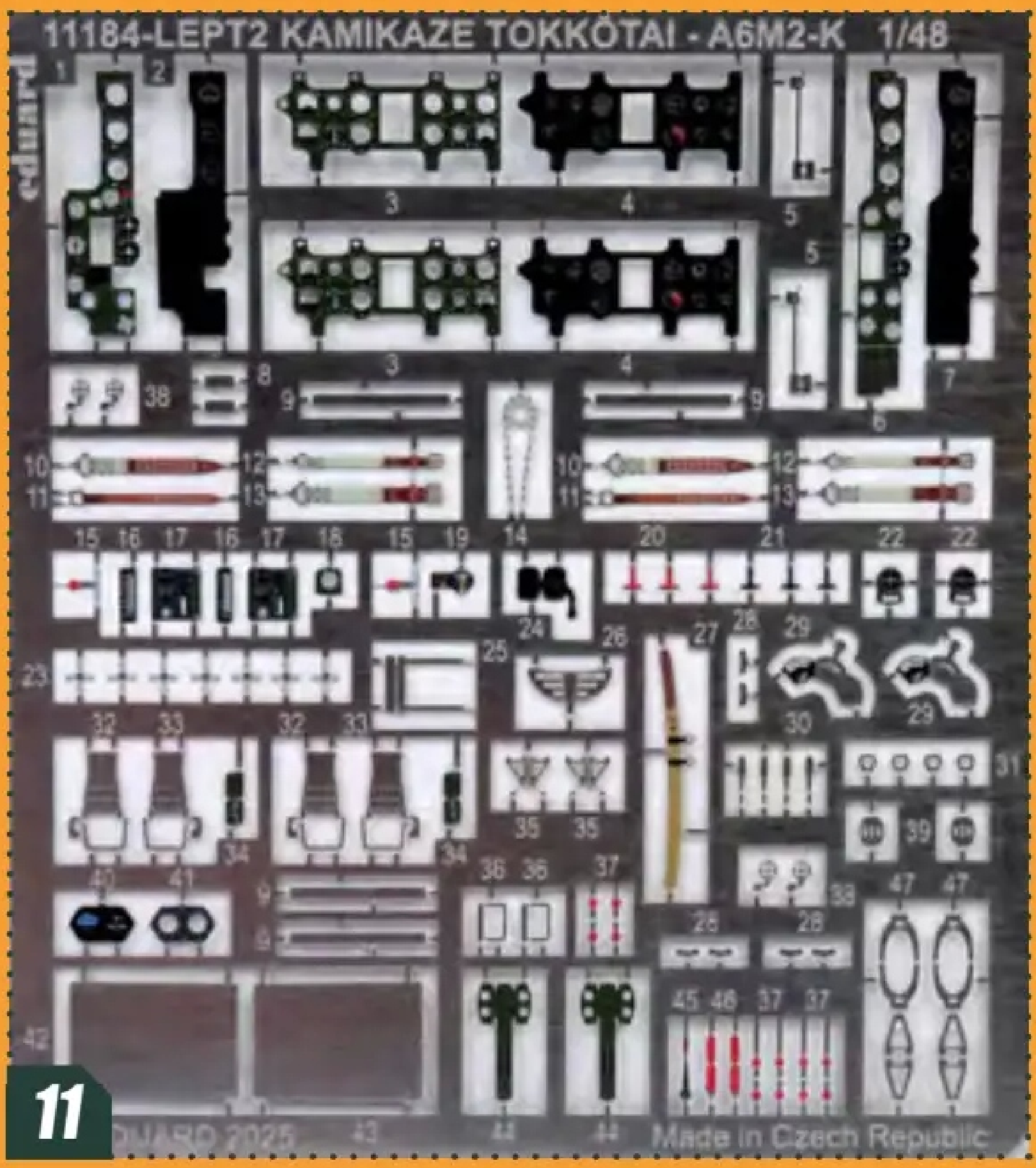
11184-LEPT2 KAMIKAZE TOKKOTAI - A6M2-K 1/48
eduard
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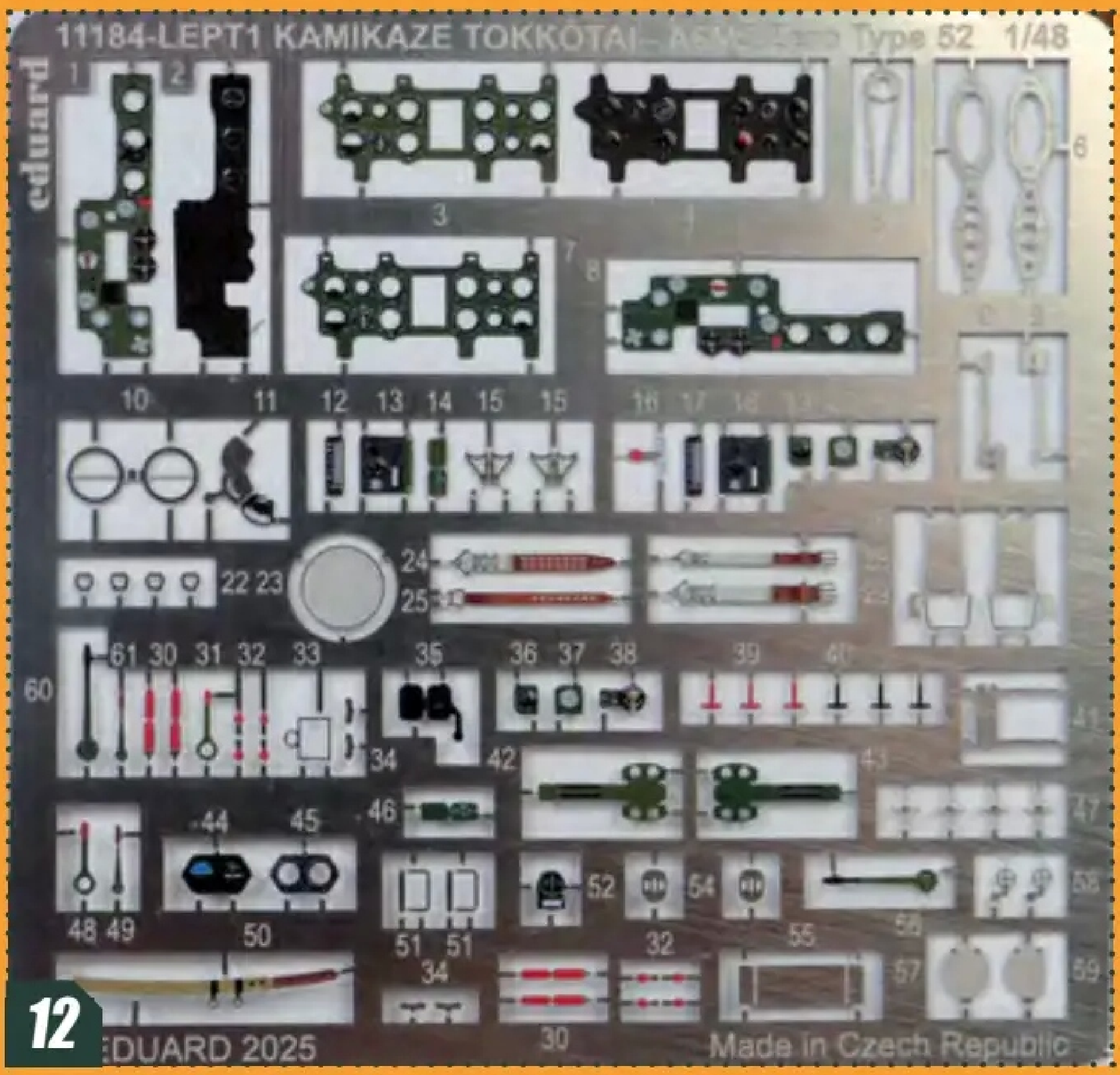
11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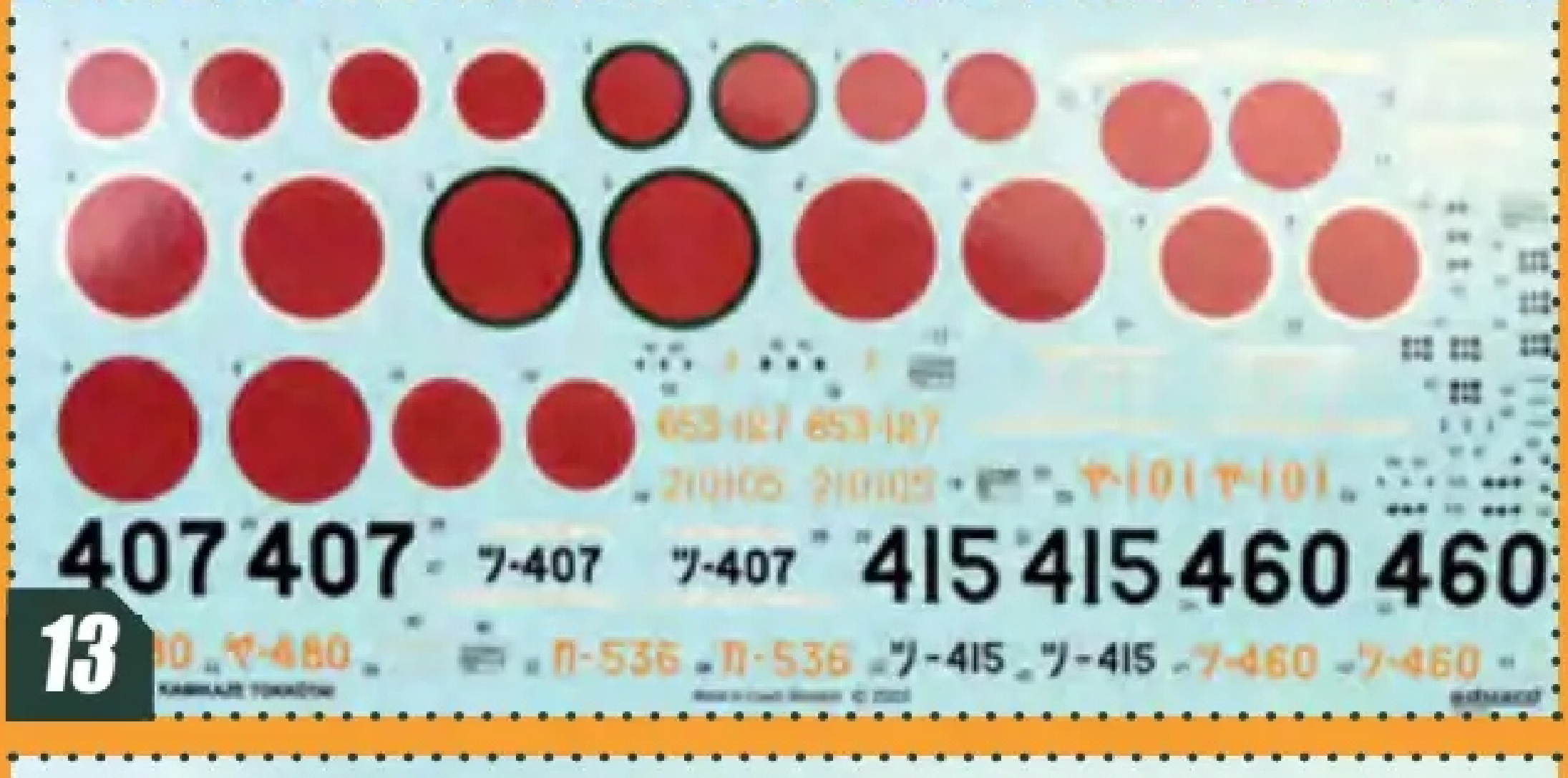
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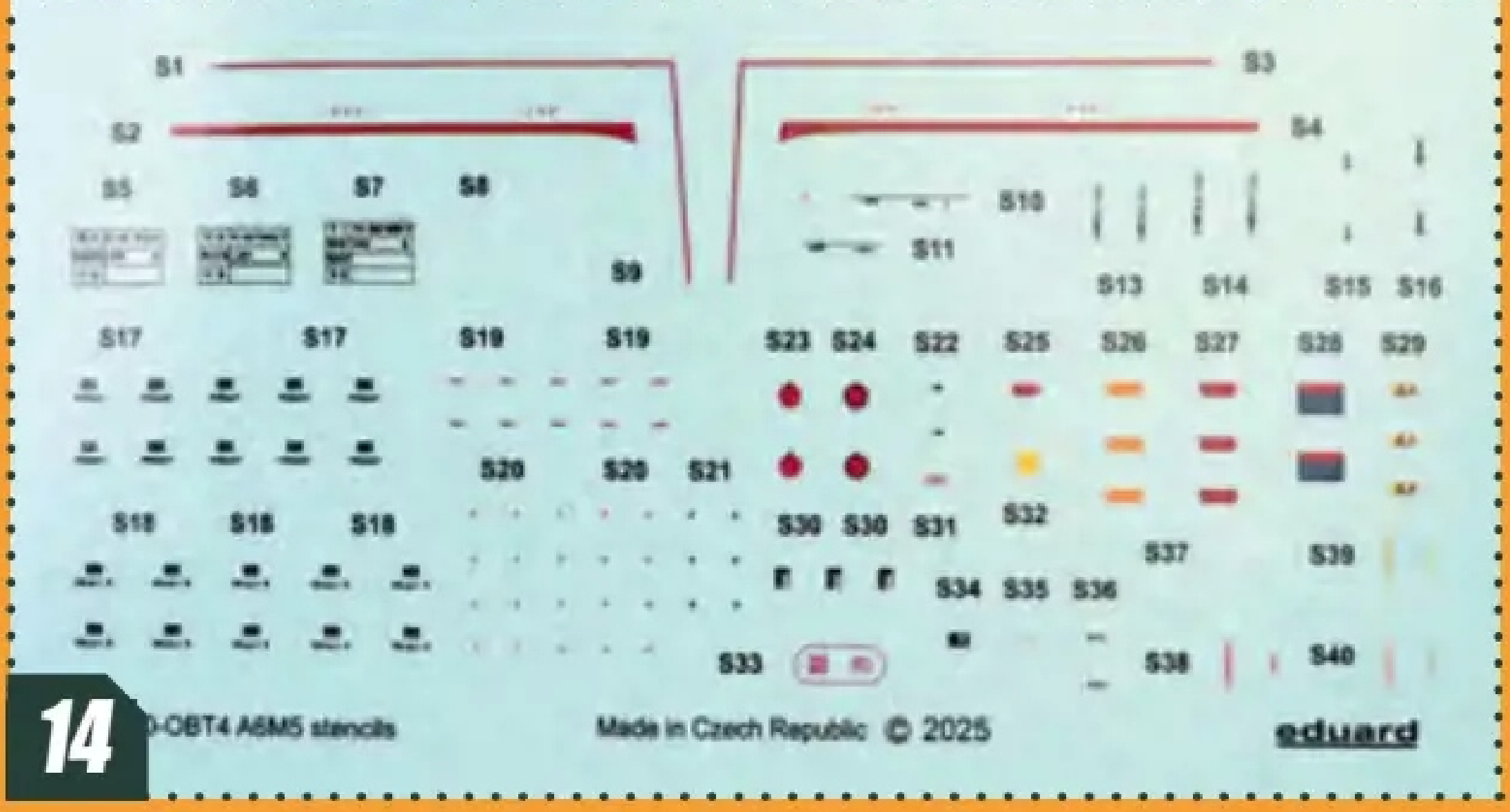
D-OBT4 A6M5 stencils
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14

Eduard 1:48 Kamikaze A6M5/A6M2-K Dual Combo Limited Edition • Kit No. 11184

Before getting underway you will need to cut off any waste from sprue attachments. These are attached to the mating surfaces of the larger parts.

CONSTRUCTION

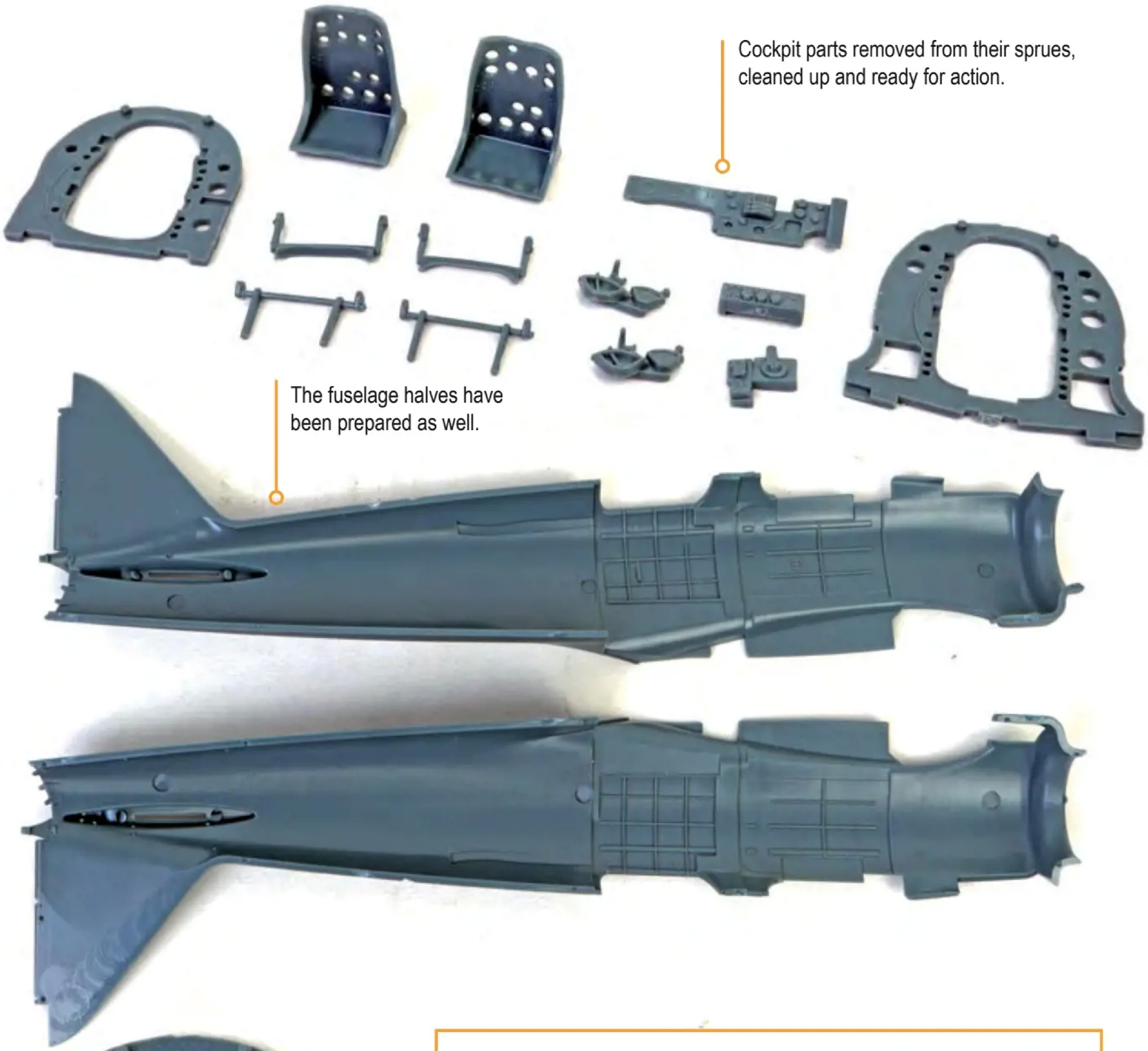
I built my Zero straight from the box.

There were no surprises. I mostly followed the order of the instructions and I did not encounter any problems at all.

I spent well over half the construction time working in the cockpit, but that that effort was richly rewarded by the resulting high level of detail.

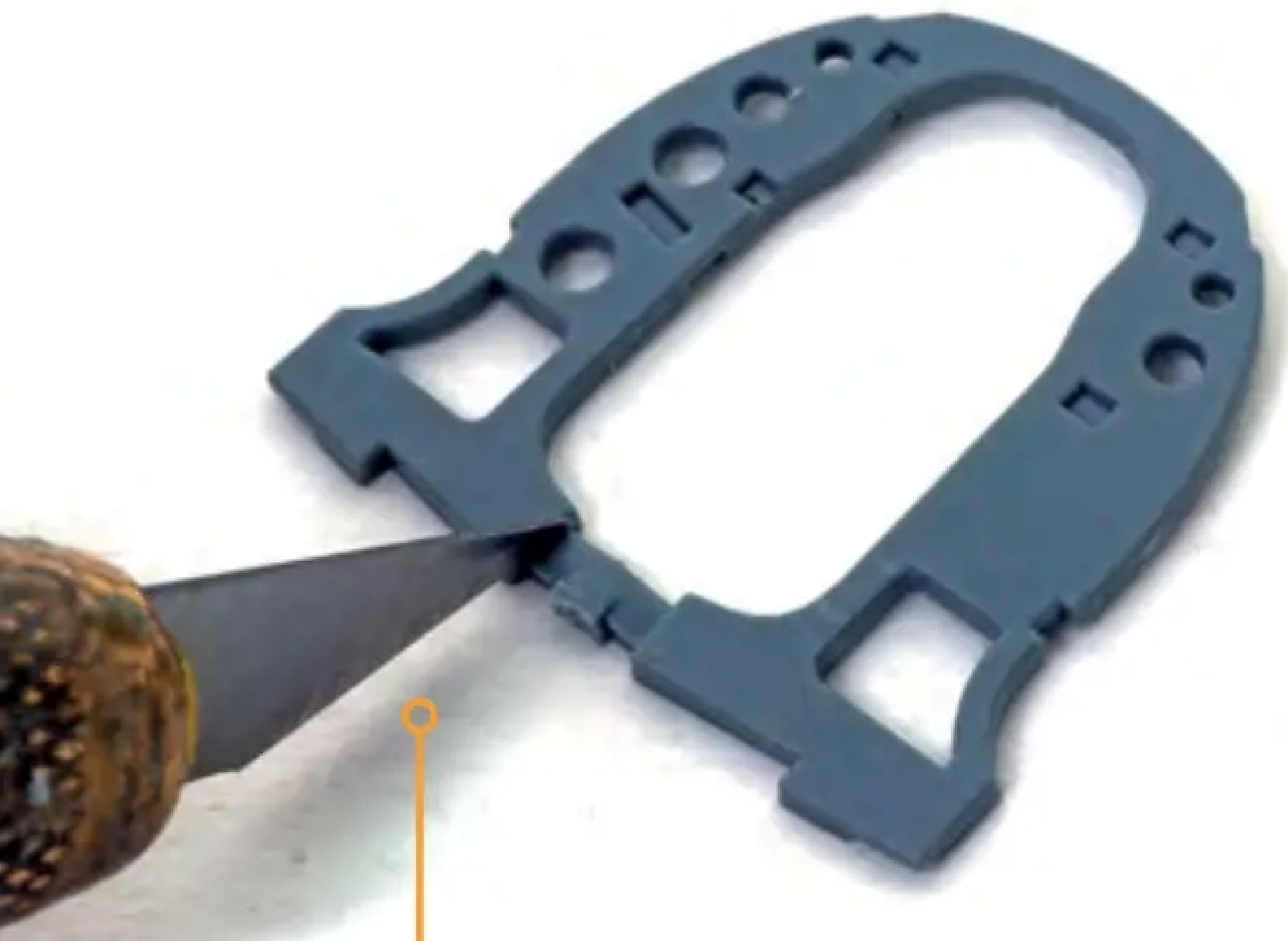
The only small deviation I made from the instructions was when I decided to use some of the plastic cockpit parts instead of the equivalent photo-etched parts.

Fit of the model was excellent overall. No more than a couple of smears of putty were needed.

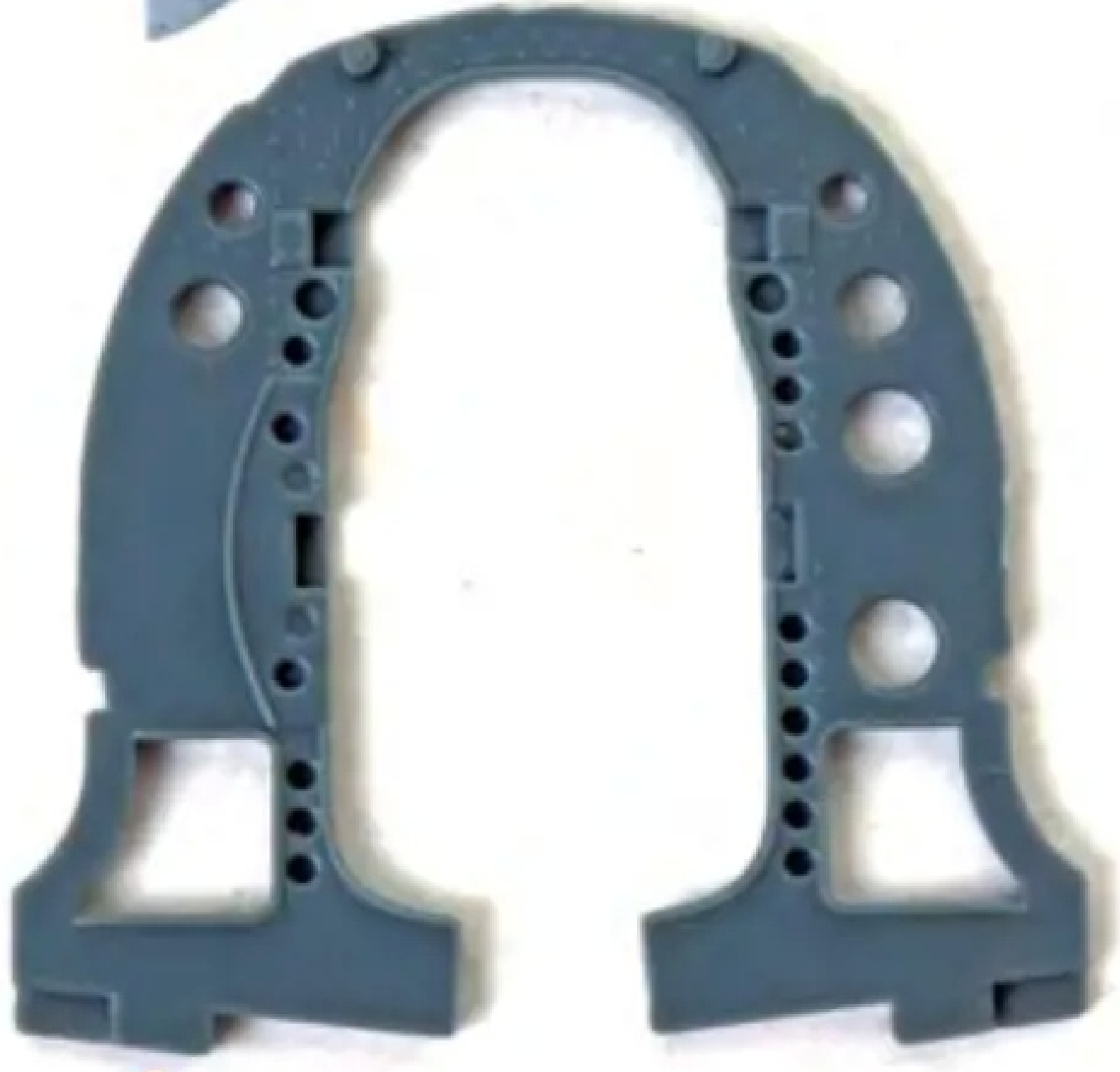


Cockpit parts removed from their sprues, cleaned up and ready for action.

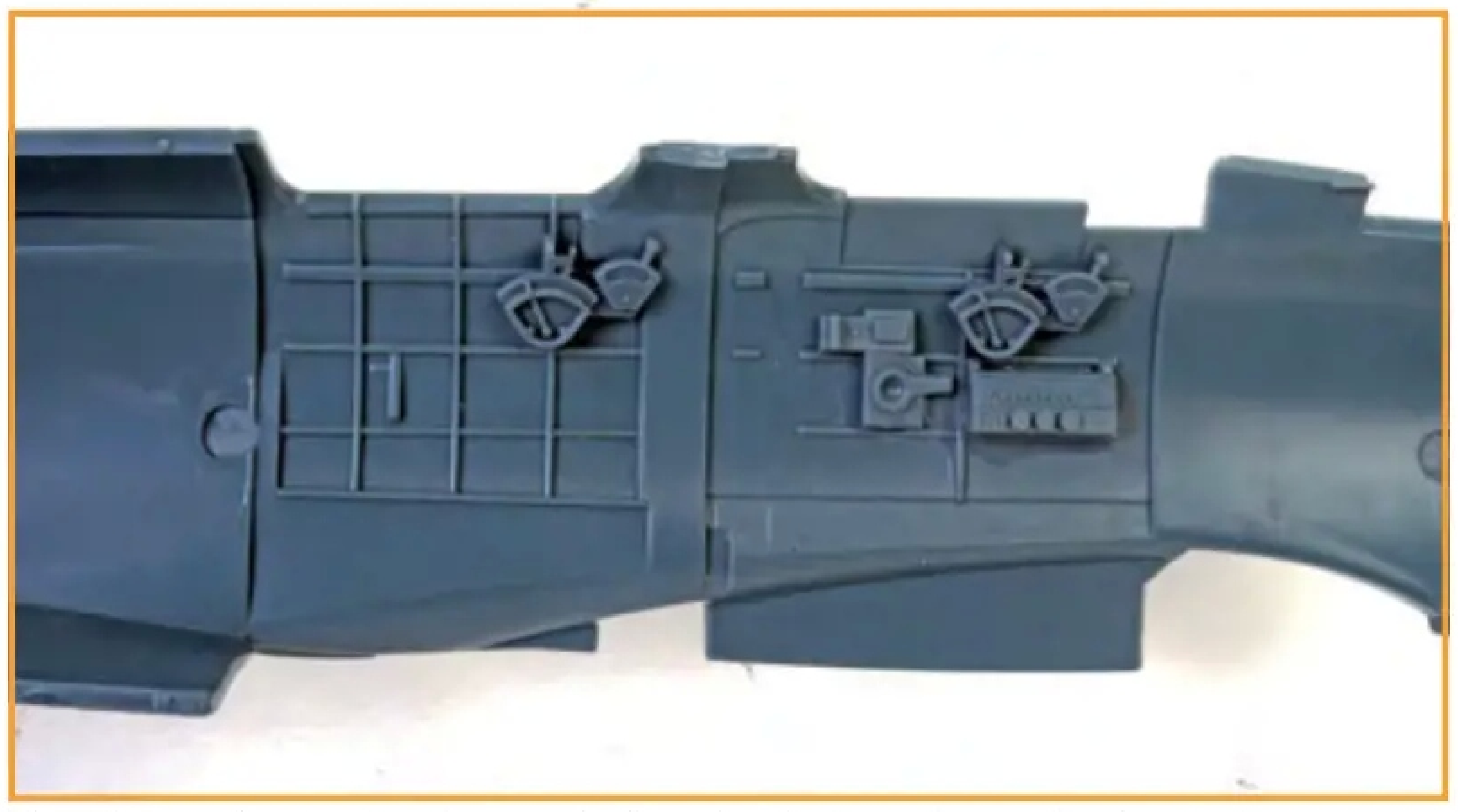
The fuselage halves have been prepared as well.



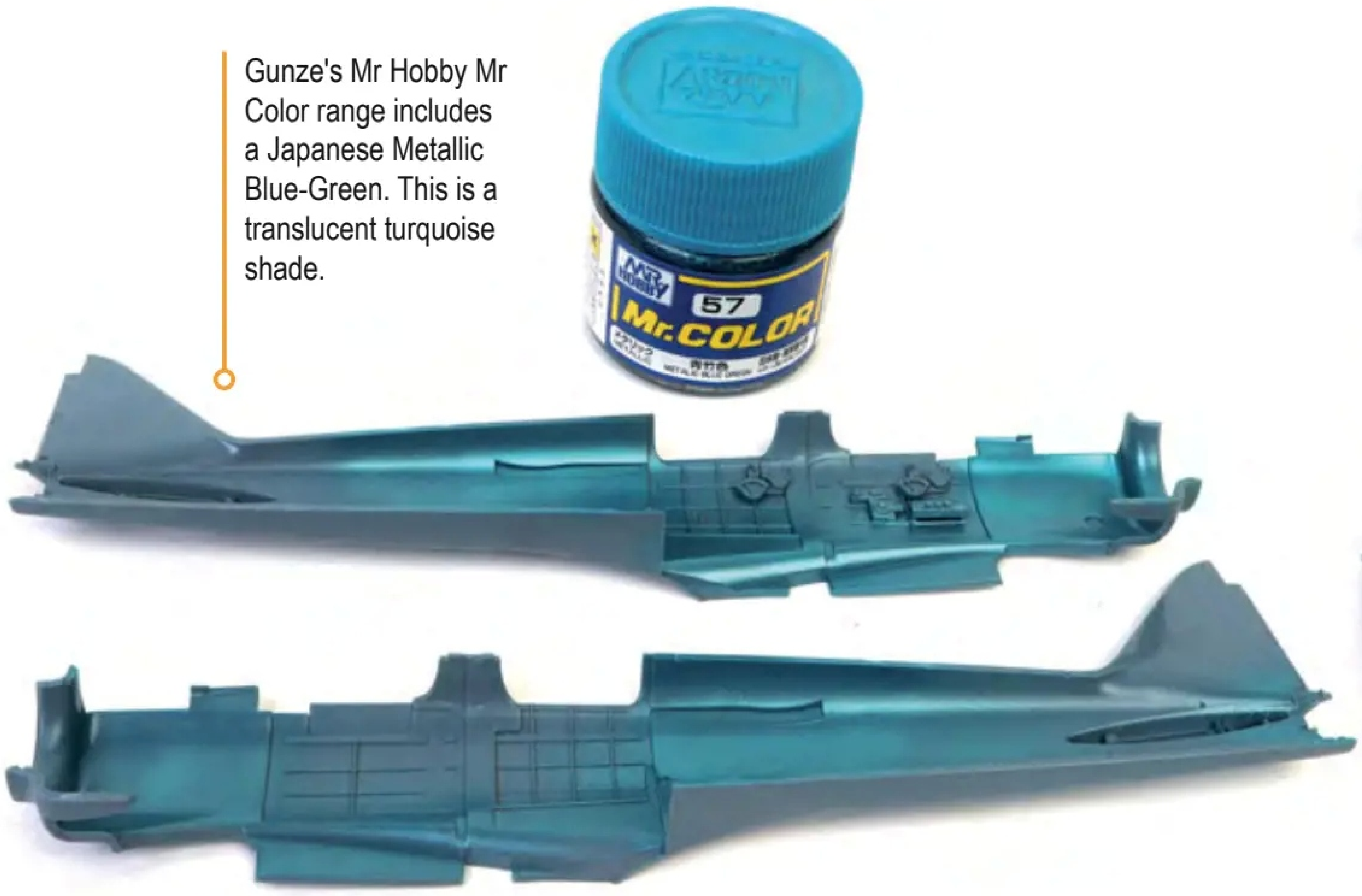
The instructions indicate that the lower centre section of one of the bulkheads must be cut away. This allows the actuator to fit over the cockpit floor.



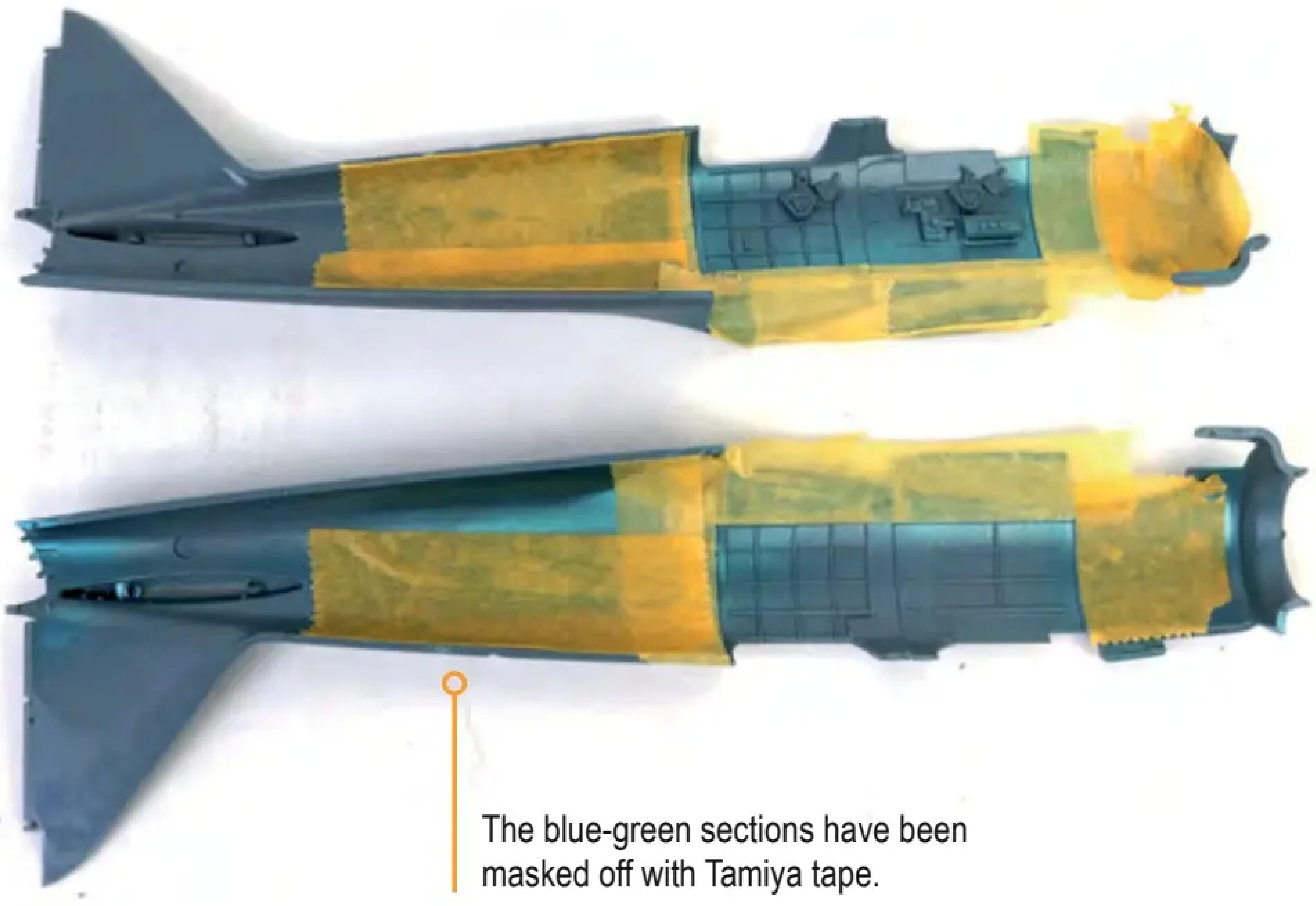
This is what it should look like after surgery.



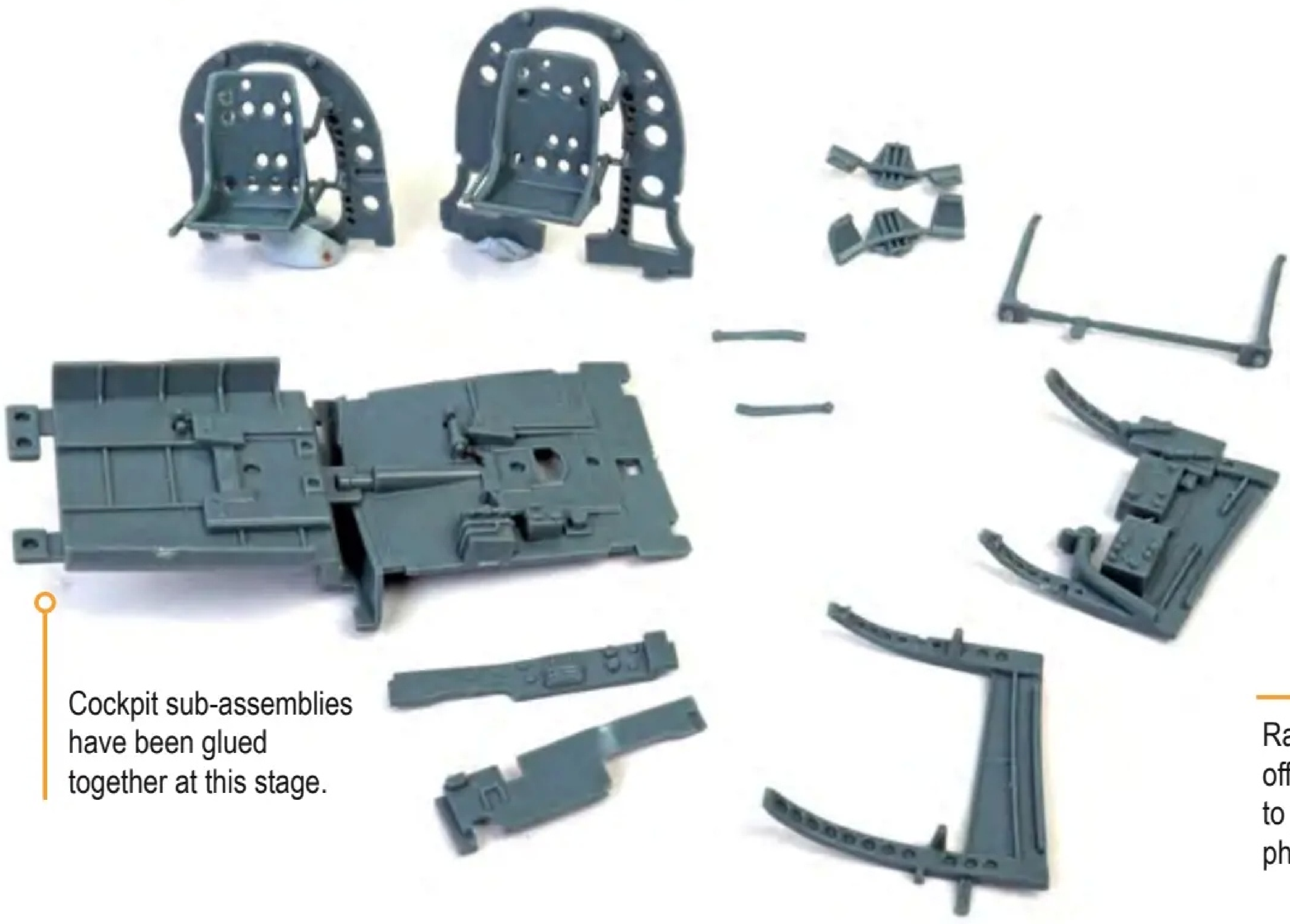
Throttle quadrants, fuse box and other details have been glued onto the port fuselage side.



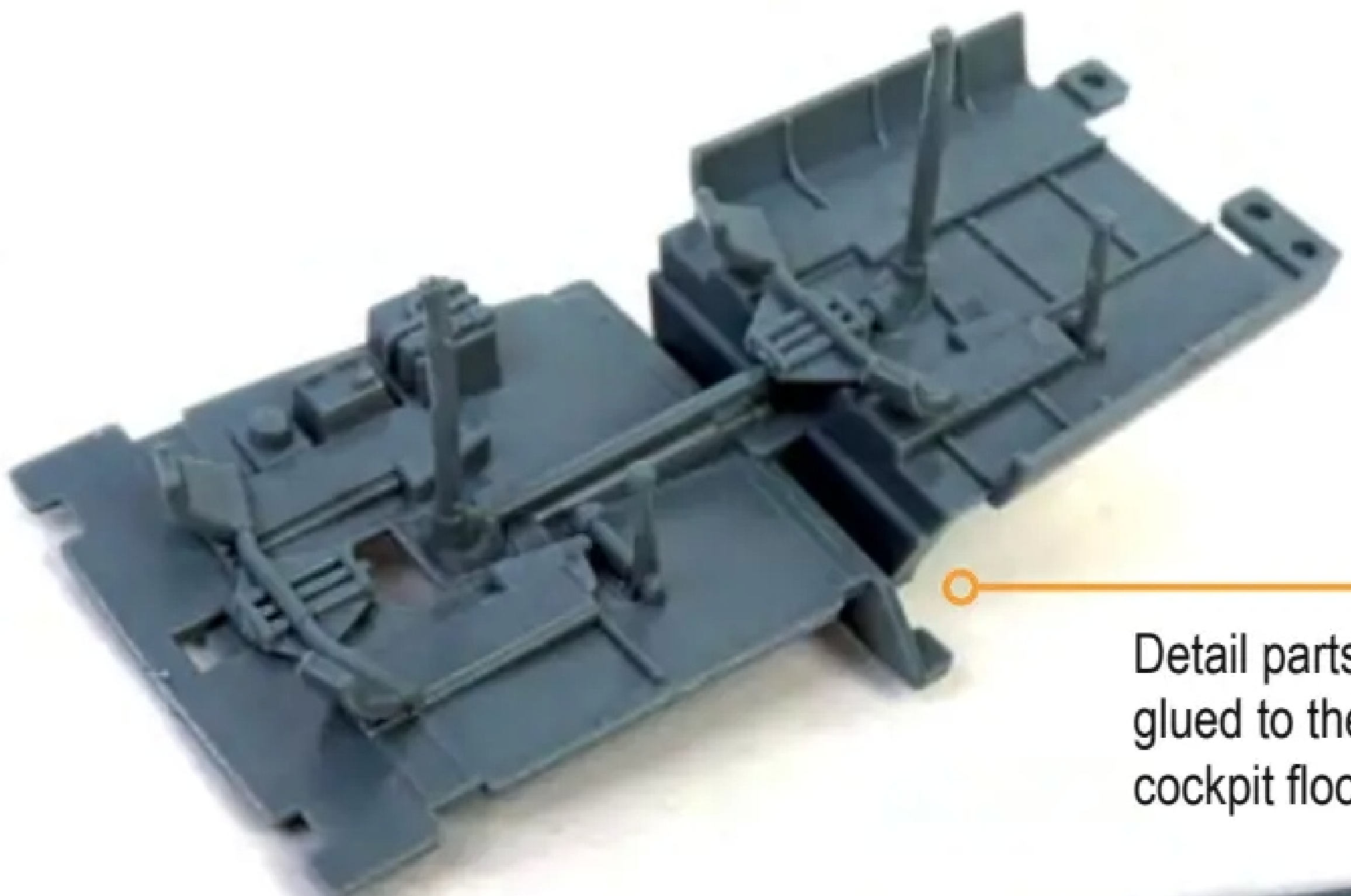
Gunze's Mr Hobby Mr Color range includes a Japanese Metallic Blue-Green. This is a translucent turquoise shade.



The blue-green sections have been masked off with Tamiya tape.

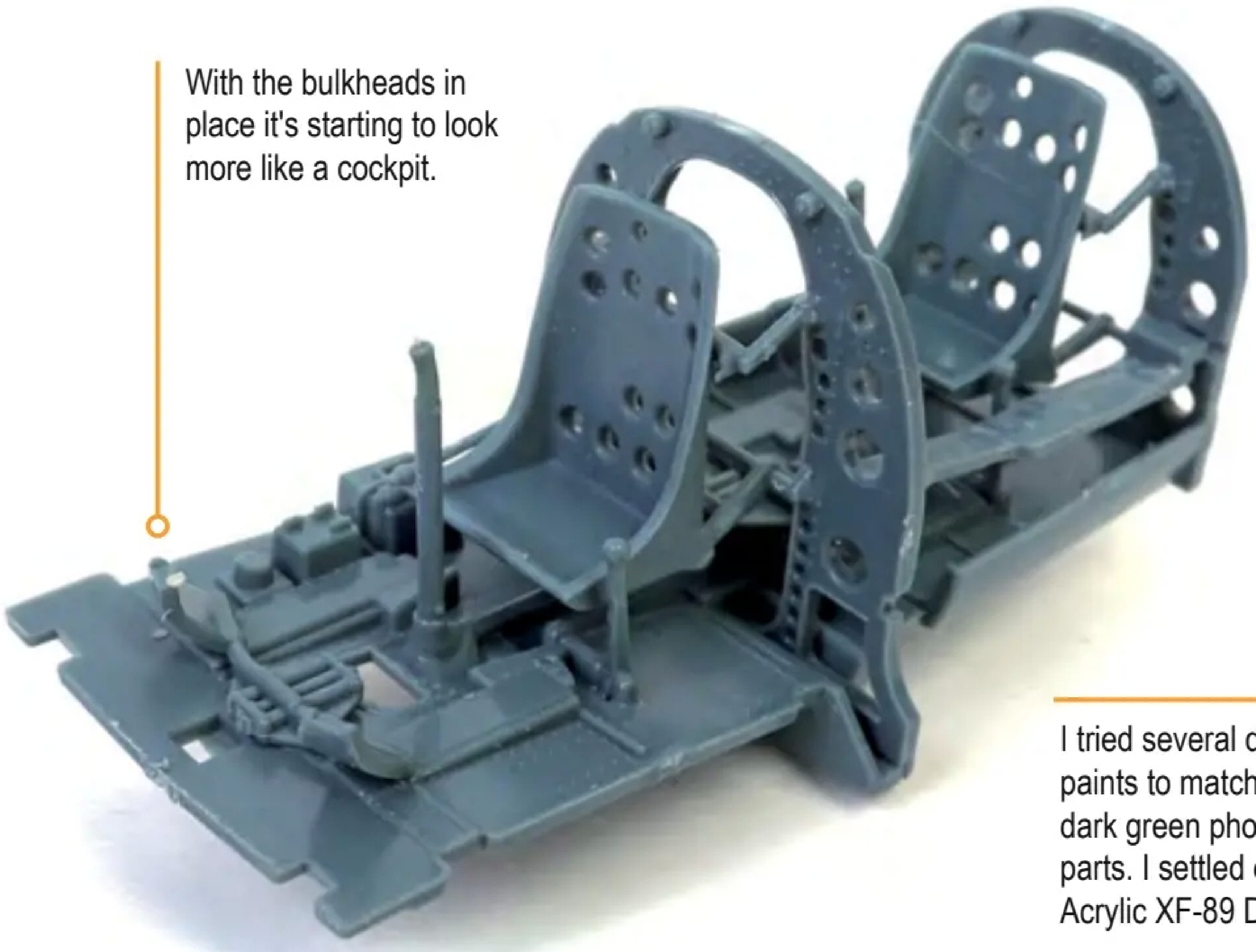


Cockpit sub-assemblies have been glued together at this stage.

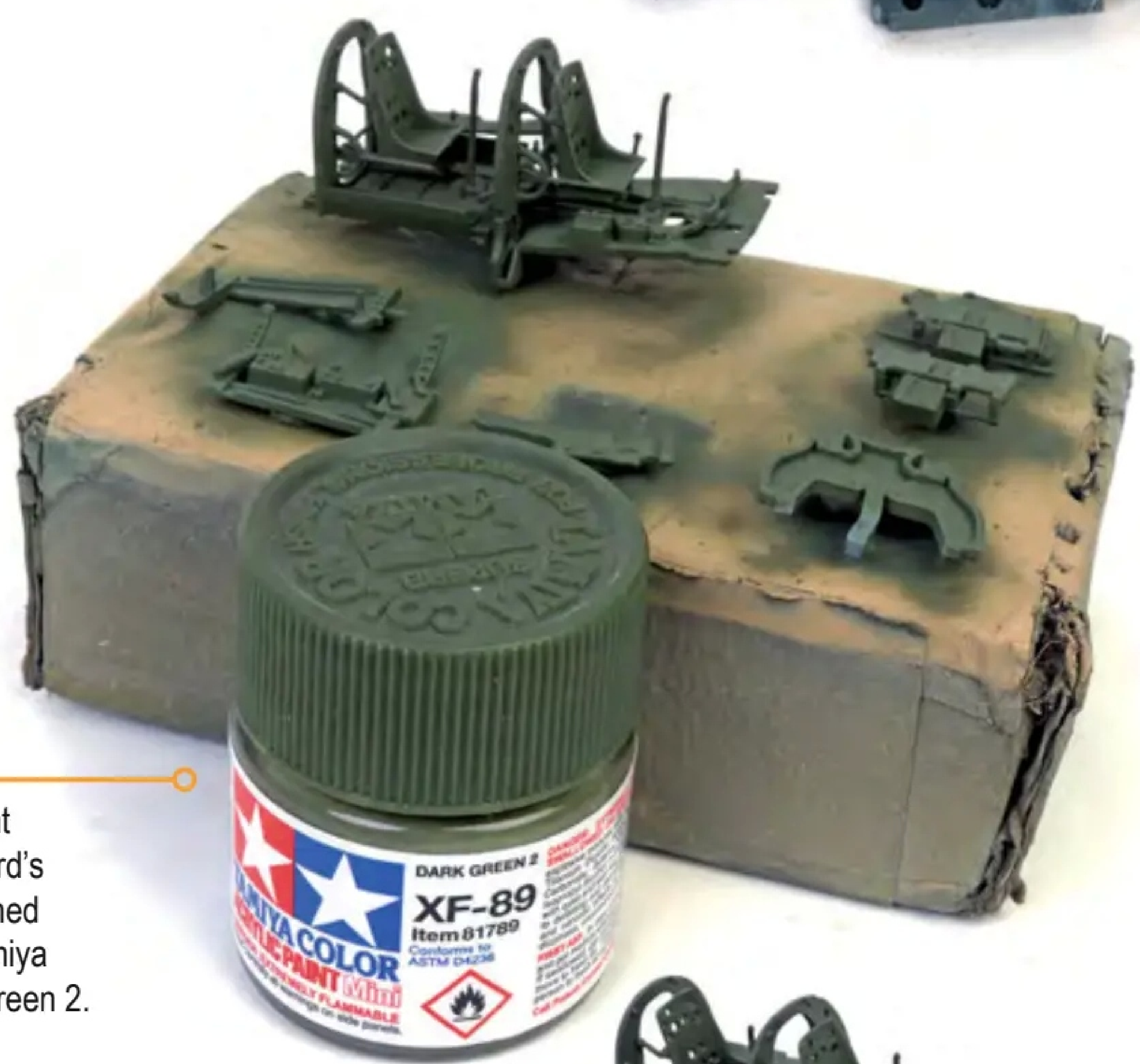


Detail parts have been glued to the two-seater cockpit floor.

Raised detail has been scraped off the top of the side consoles to permit Eduard's pre-coloured photo etch to be installed.



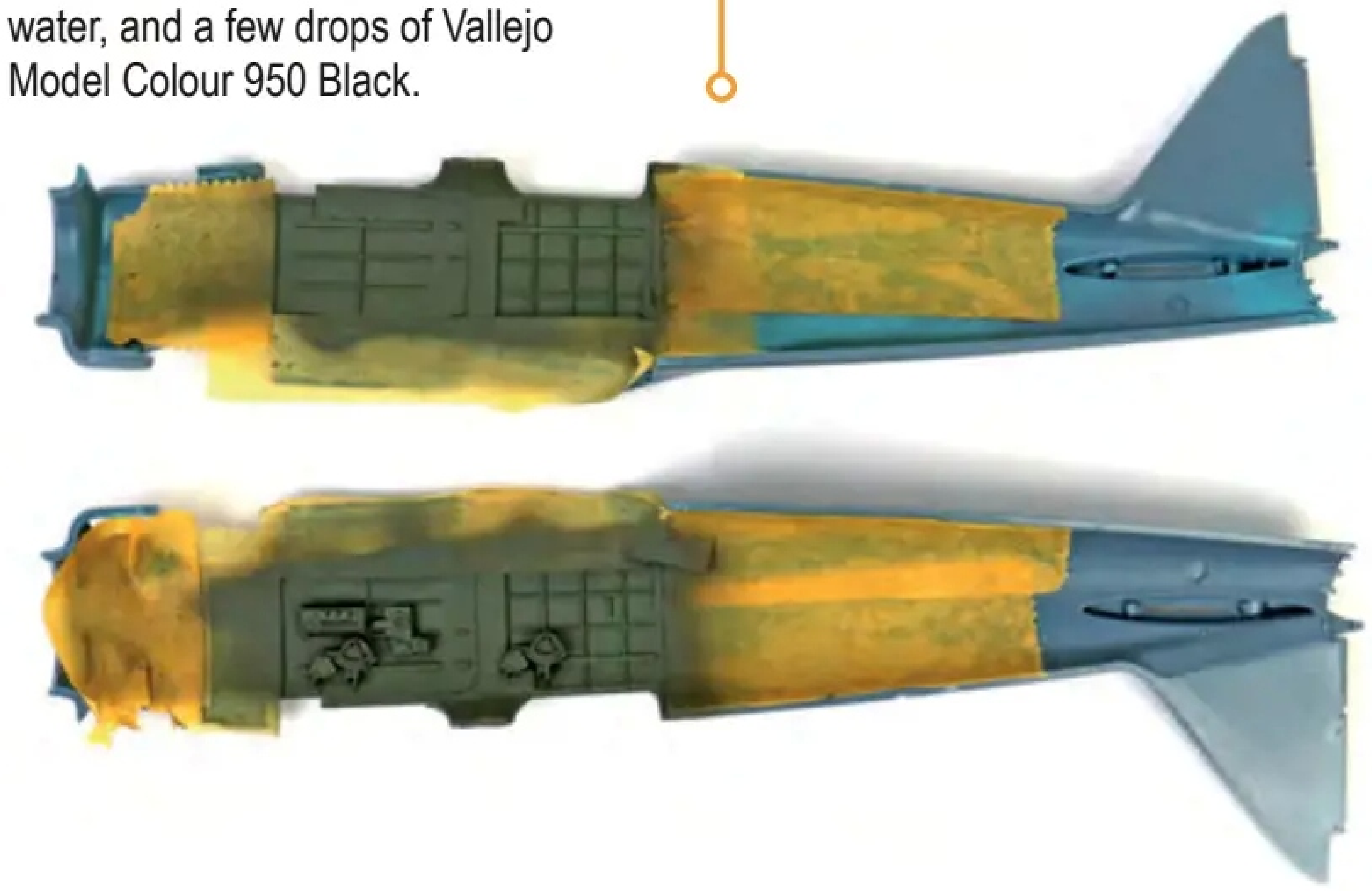
With the bulkheads in place it's starting to look more like a cockpit.


DARK GREEN 2
XF-89
Item 81789
TAMIYA COLOR
ACRYLIC PAINT Mini

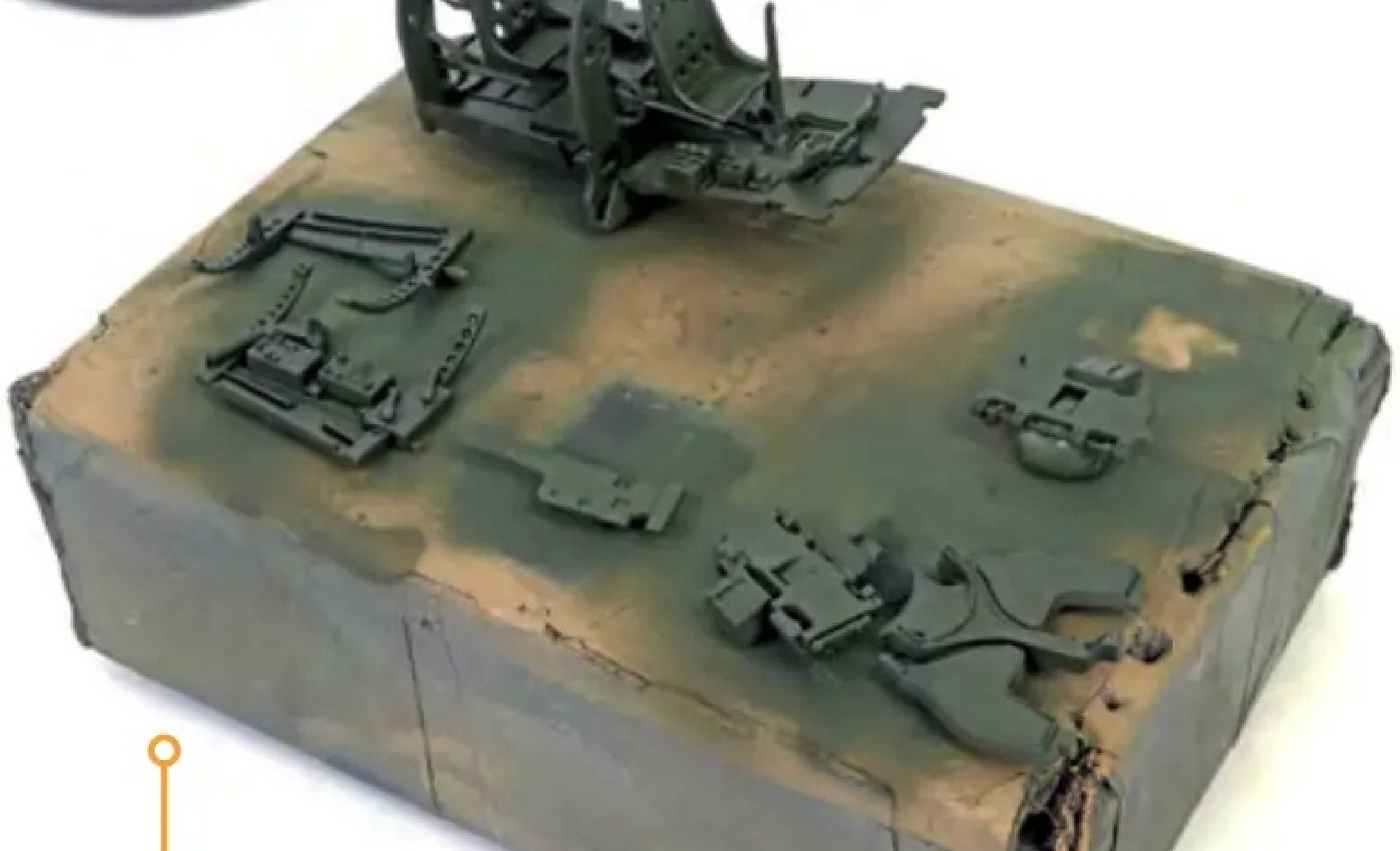
I tried several different paints to match Eduard's dark green photo etched parts. I settled on Tamiya Acrylic XF-89 Dark Green 2.

pledge
FLOOR CARE
FINISH

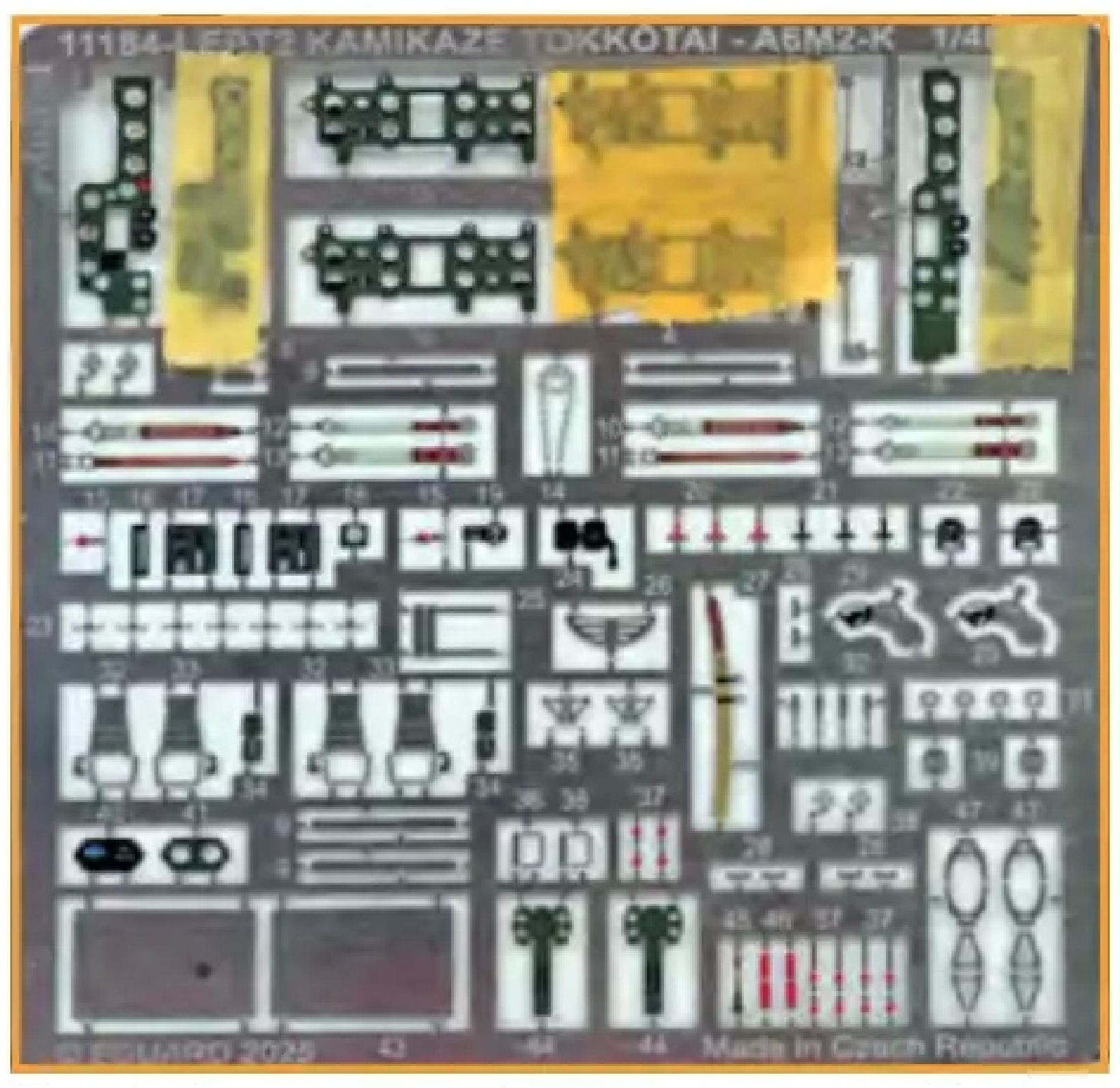
A wash was made up from a mix of Pledge Floor Care, otherwise known as Future Floor Polish, water, and a few drops of Vallejo Model Colour 950 Black.



The wash was applied to the cockpit sidewalls…



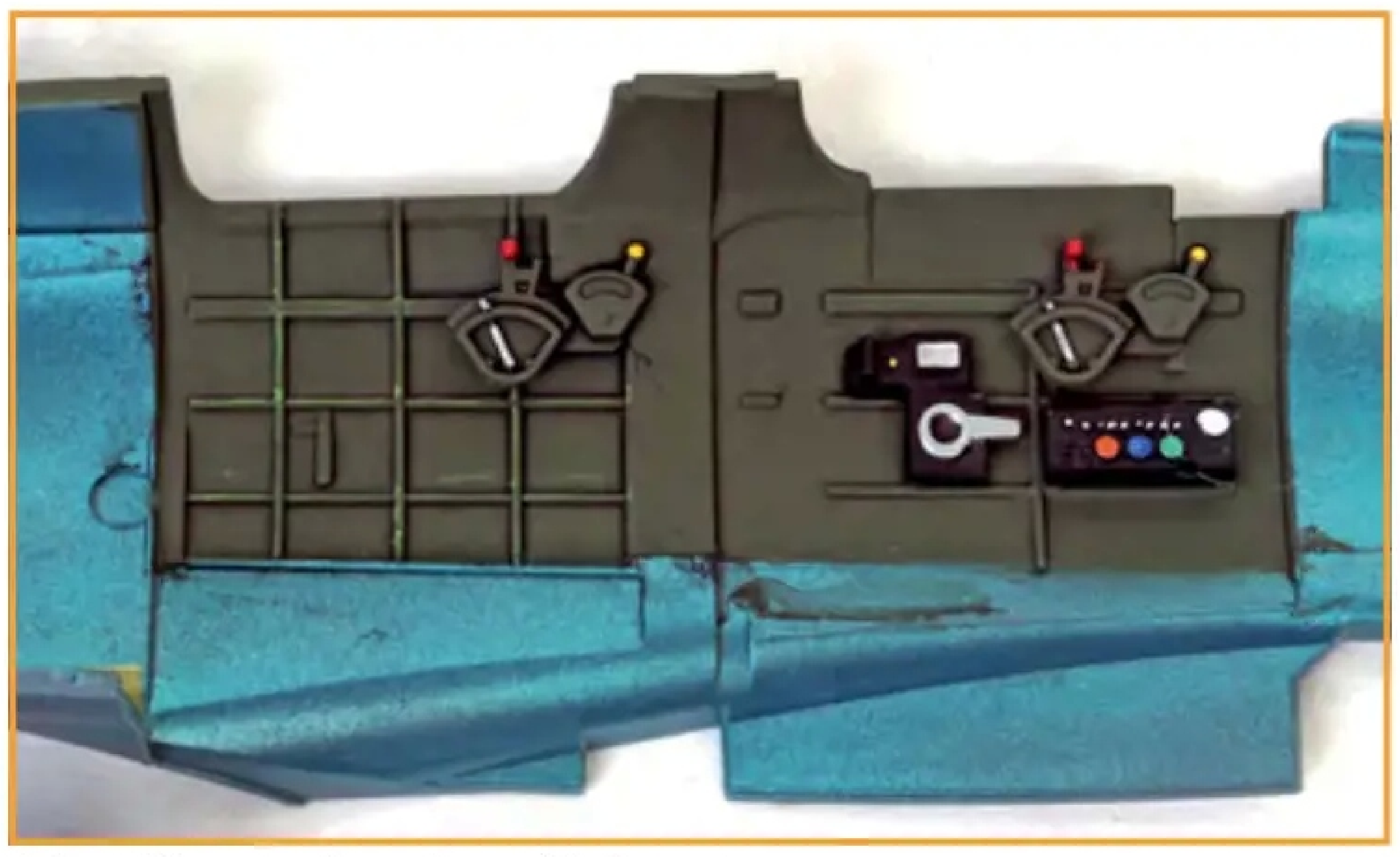
…and also to the various green cockpit sub-assemblies.



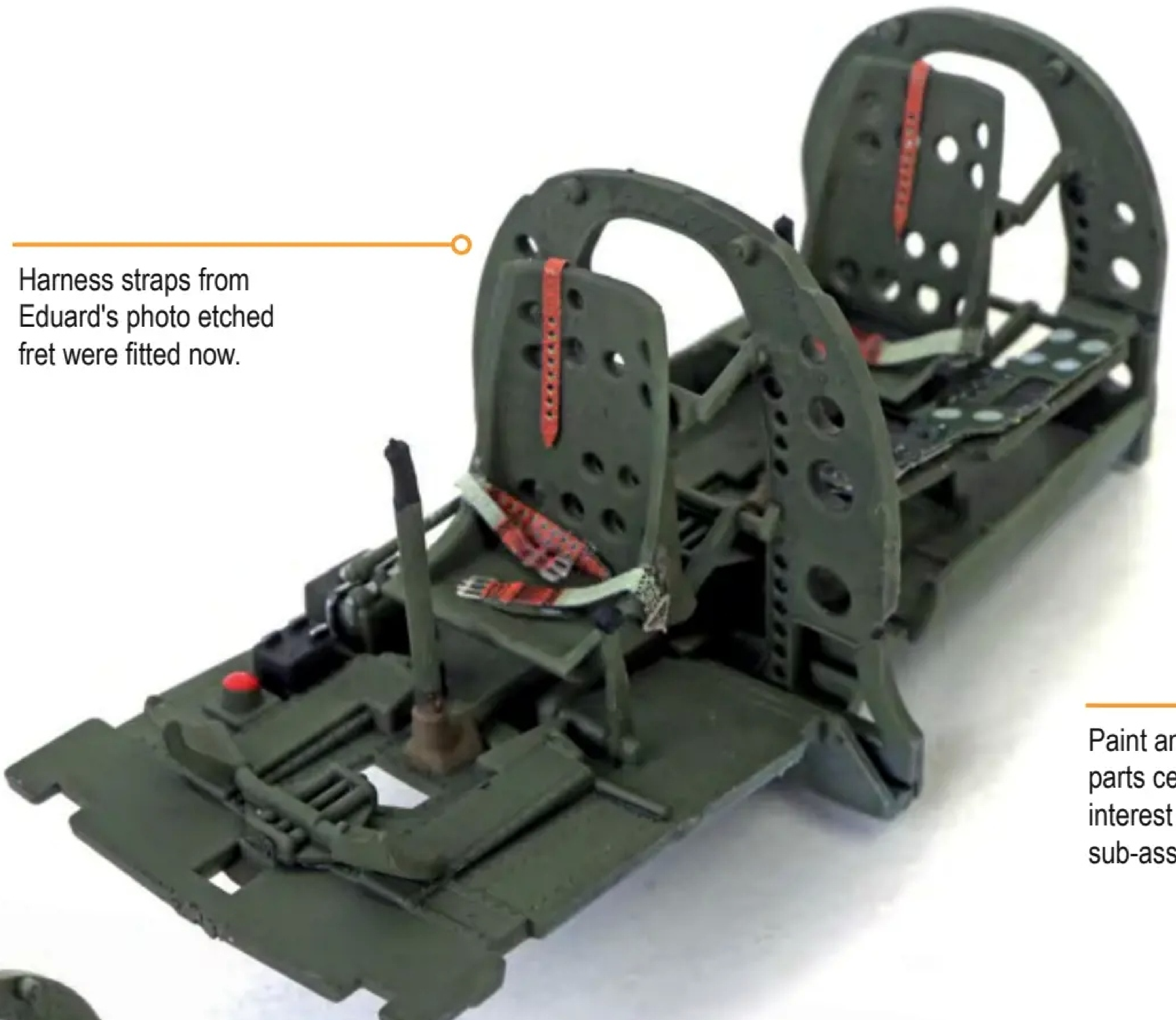
The dark green panels were sprayed with a matte varnish. Glossy areas were masked off beforehand.

70.822
70.919
70.953
70.957
70.970
MODEL COLOR
925

Various colours from Vallejo's acrylic Model Colour range were used to pick out details in the cockpit.

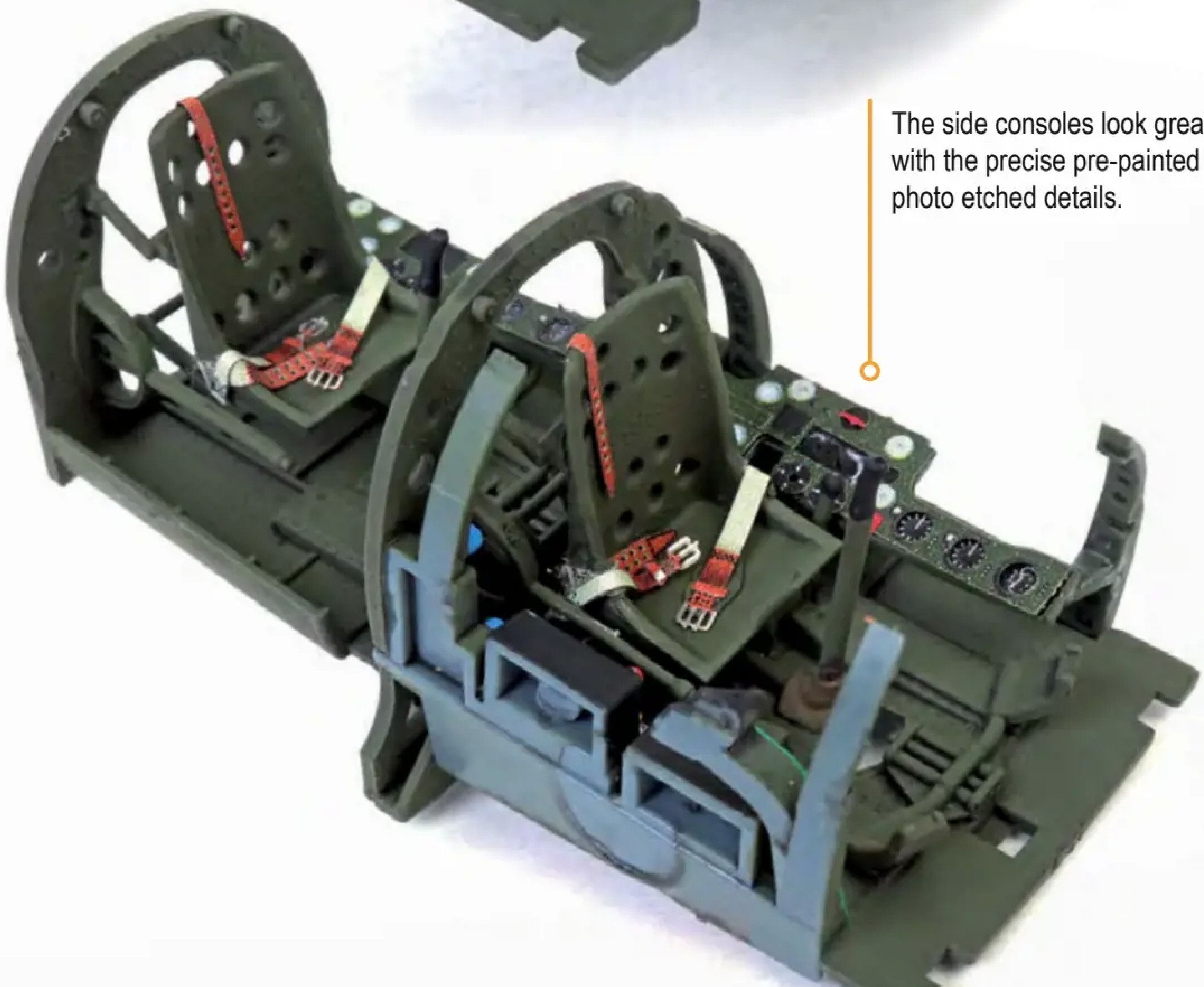


A few different colours has a big impact.

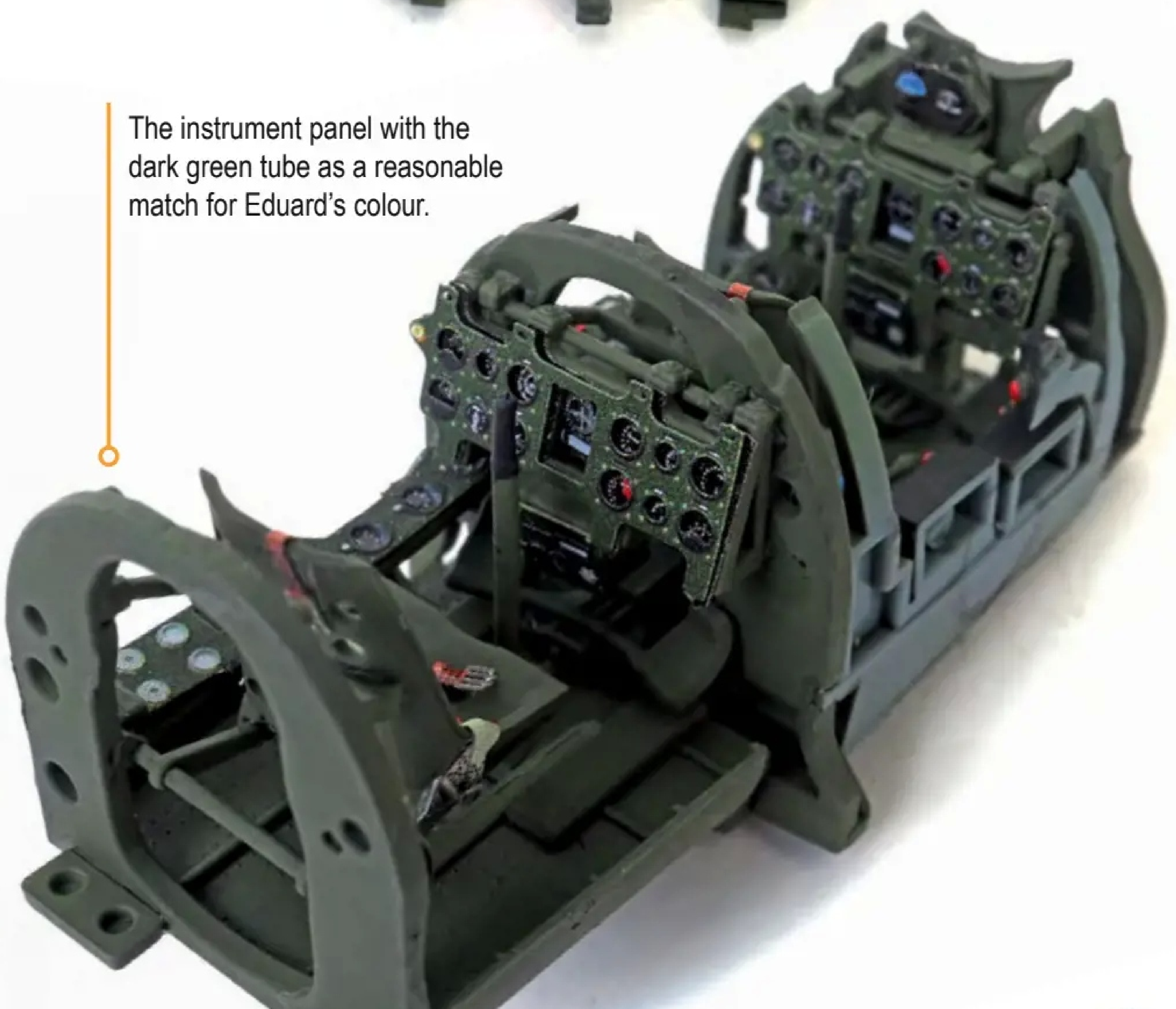


Harness straps from Eduard's photo etched fret were fitted now.

Paint and photo etched parts certainly add interest to the cockpit sub-assemblies.

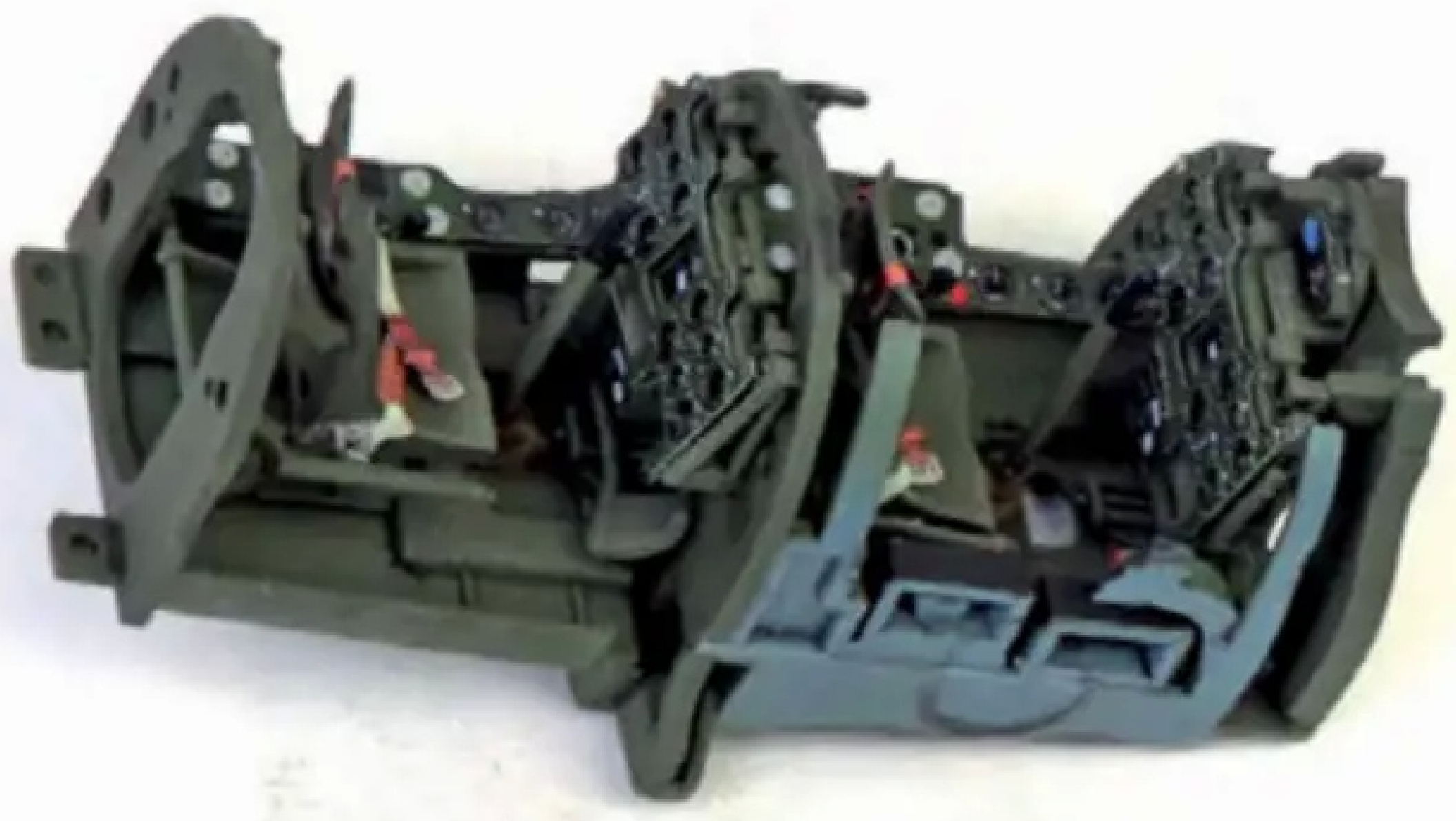


The side consoles look great with the precise pre-painted photo etched details.

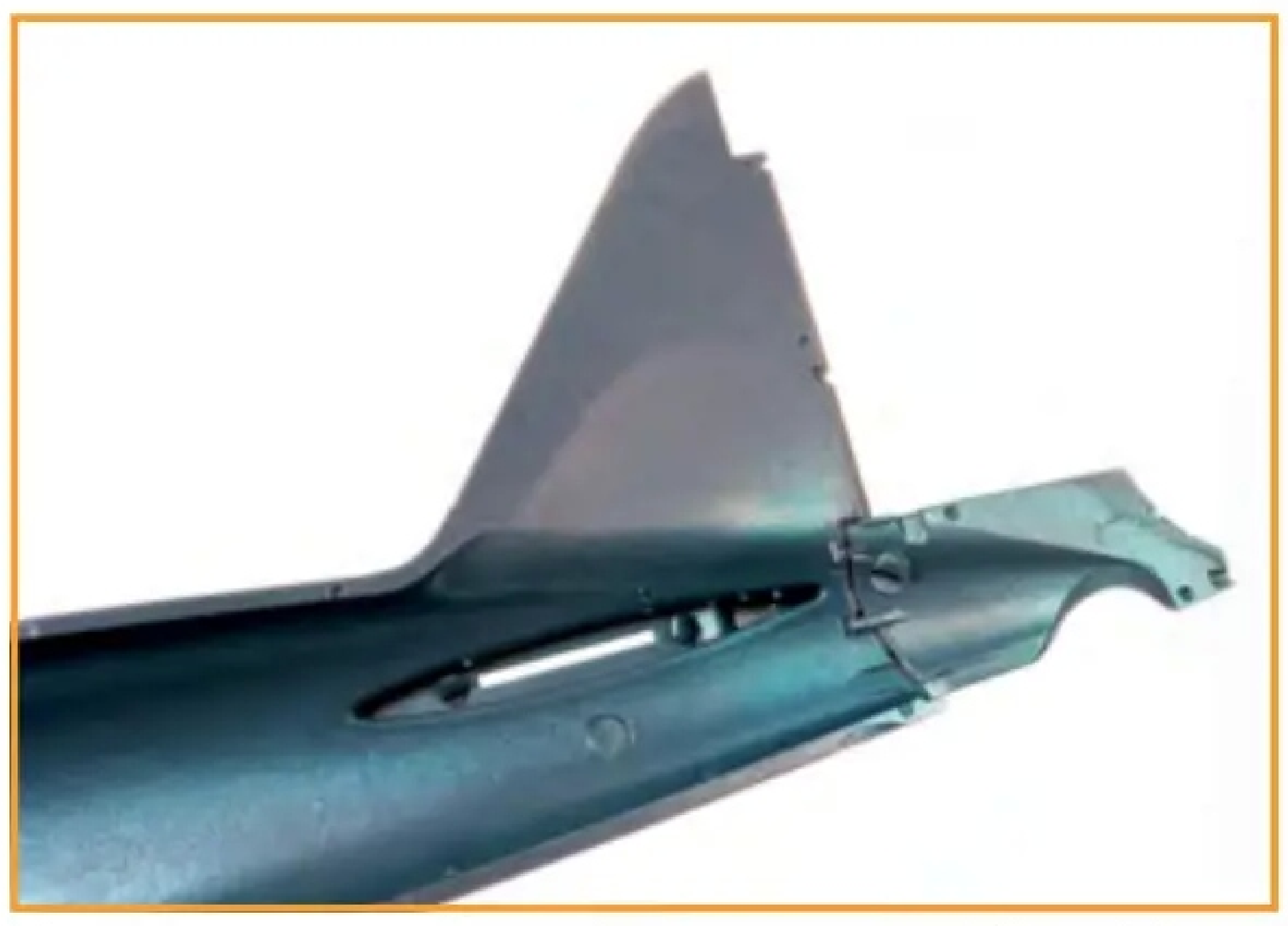


The instrument panel with the dark green tube as a reasonable match for Eduard's colour.

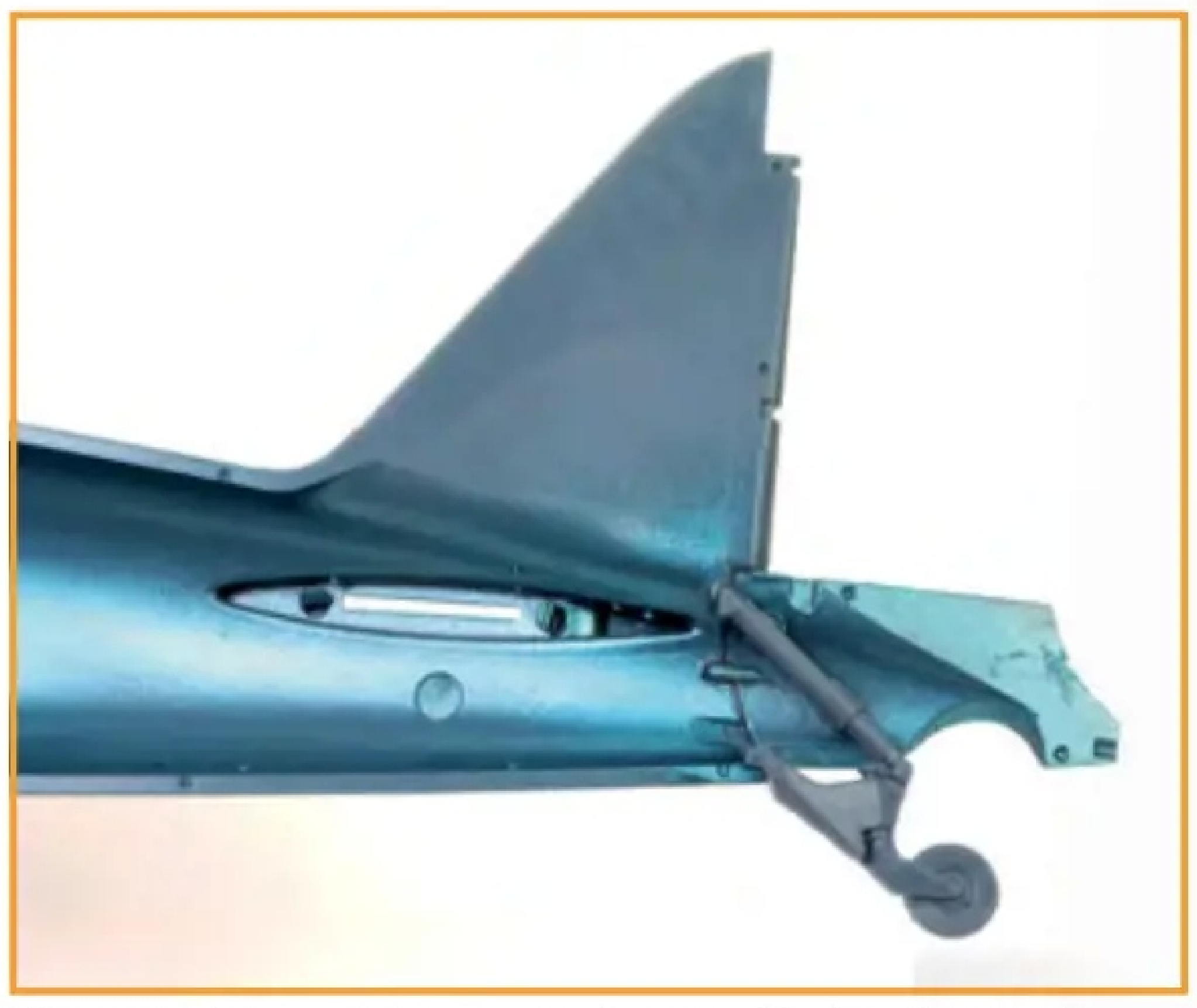
The fuselage halves and the cockpit tub are ready for test fitting.



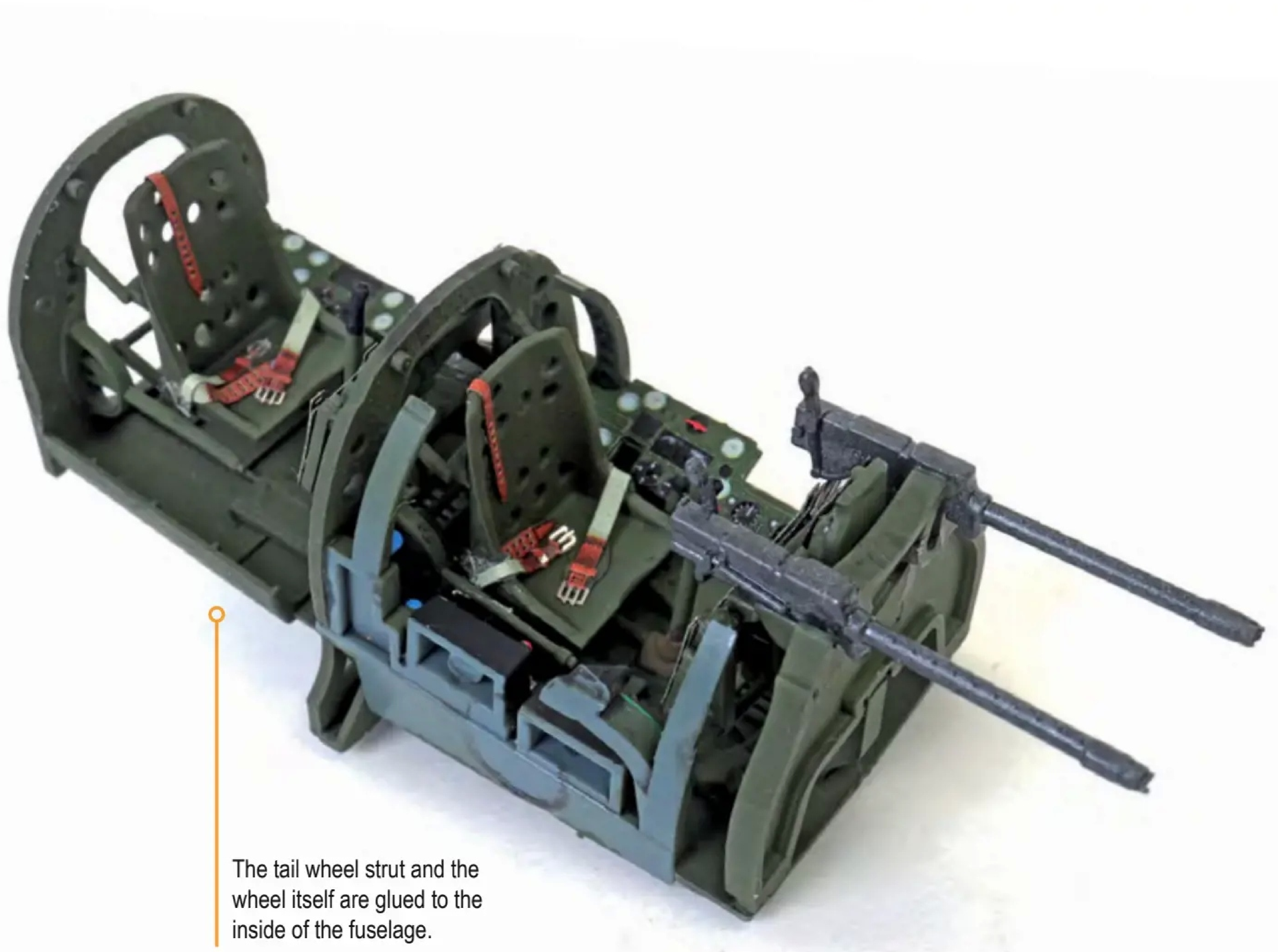
The fuselage halves are taped together to make sure that everything fits nicely before glue is applied.



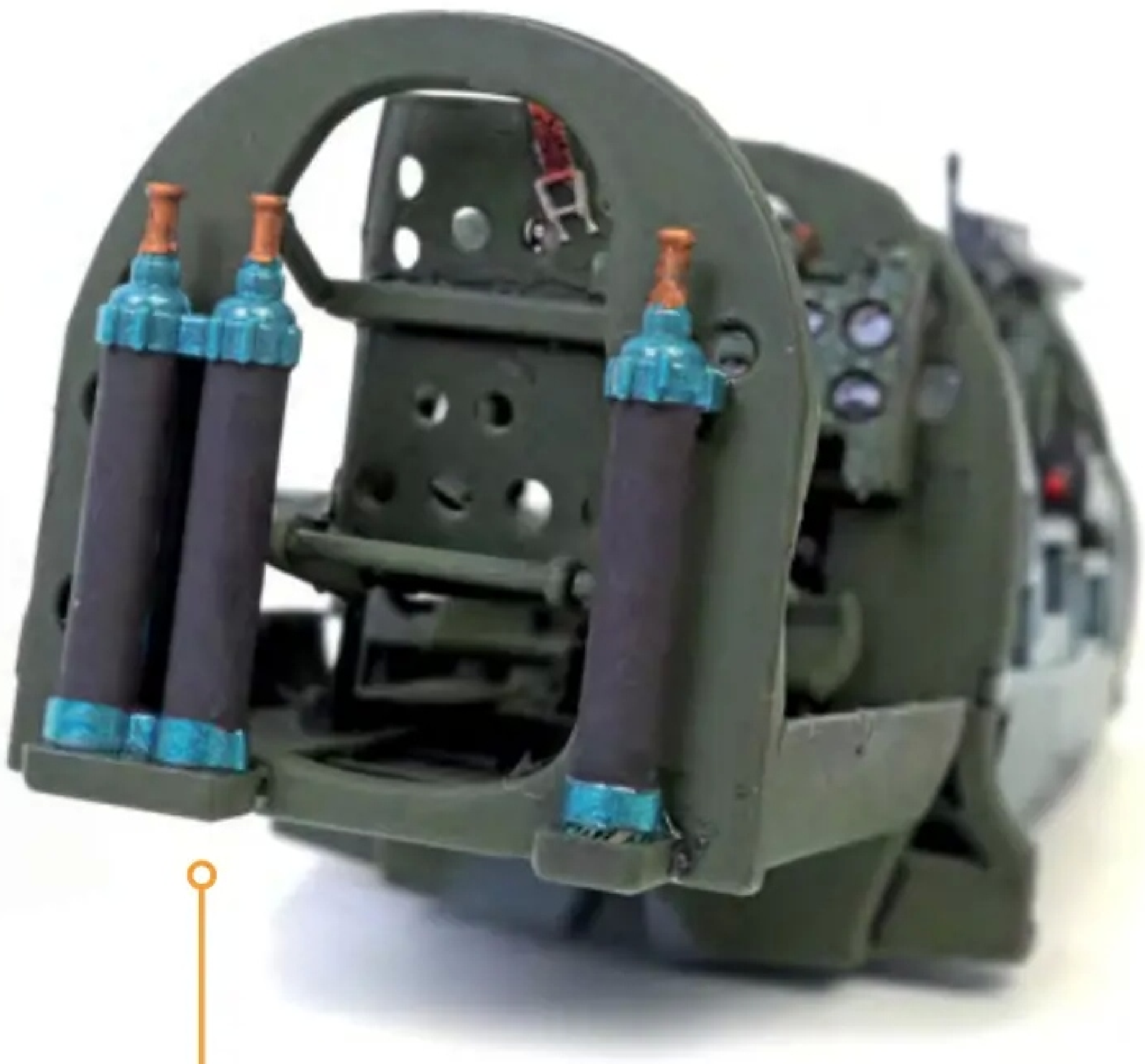
The rear empennage area is a separate part. Here it has been glued onto the rear of the fuselage from the inside.



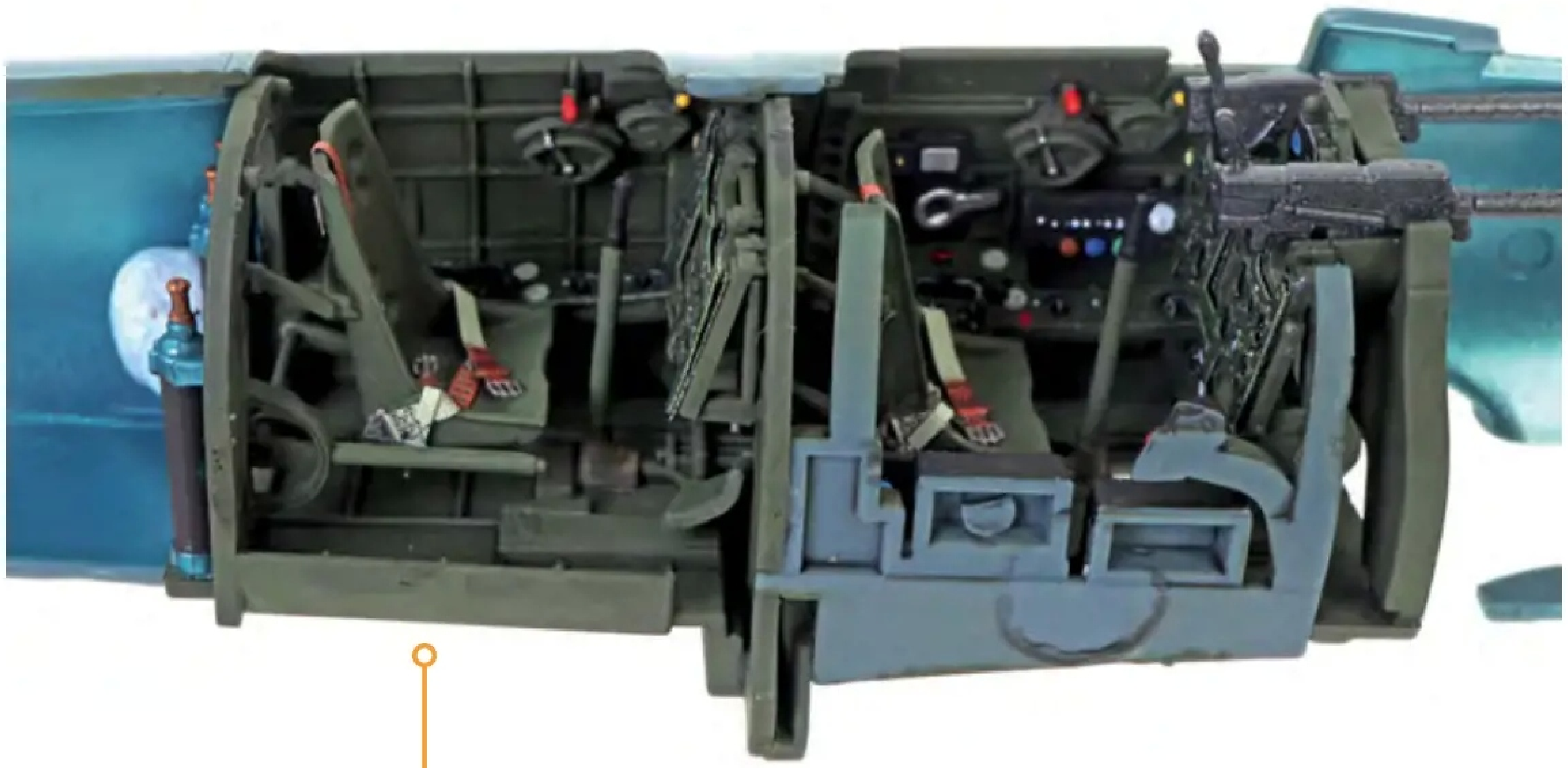
The machine guns have now been added to the front bulkhead.



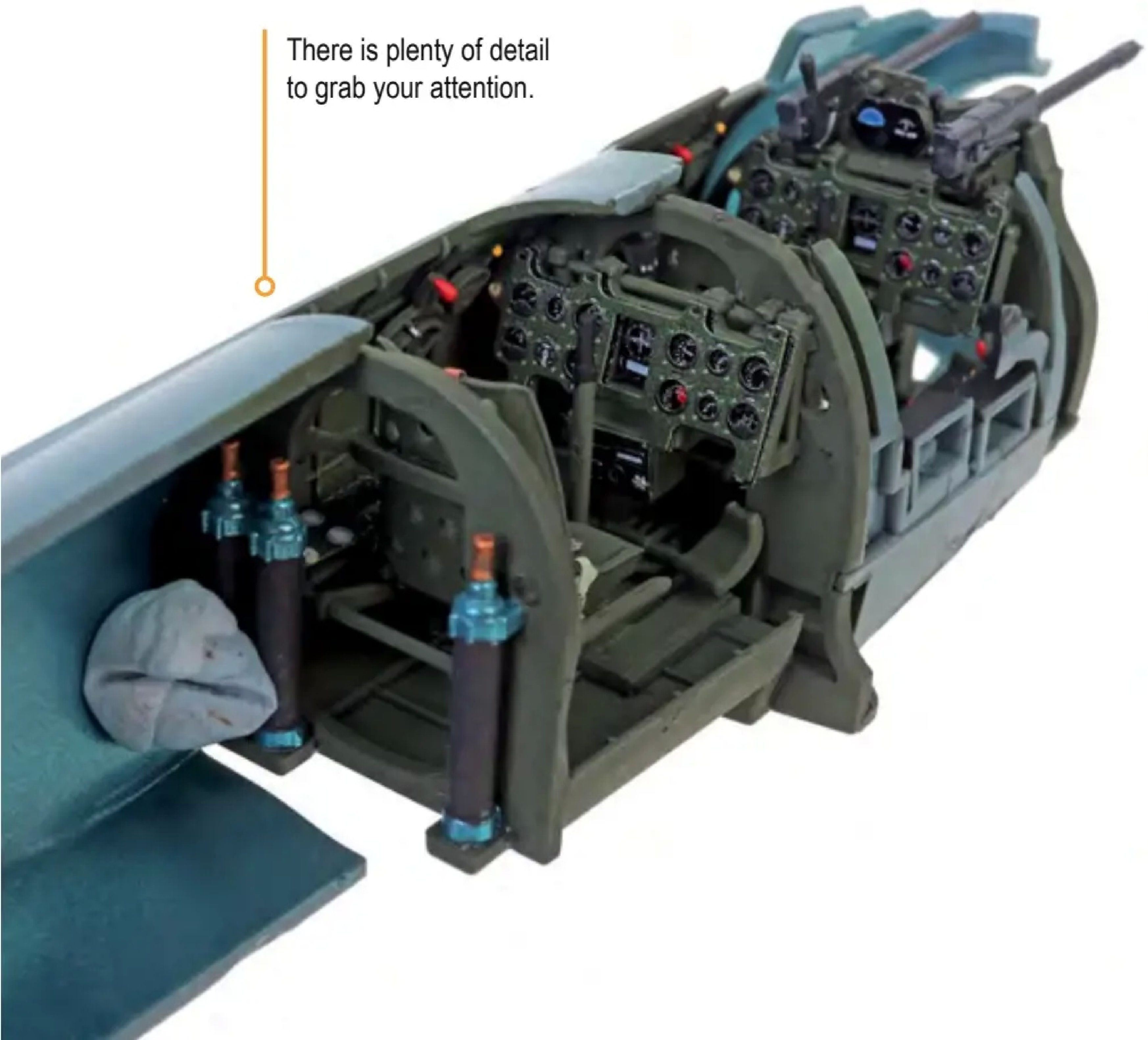
The tail wheel strut and the wheel itself are glued to the inside of the fuselage.



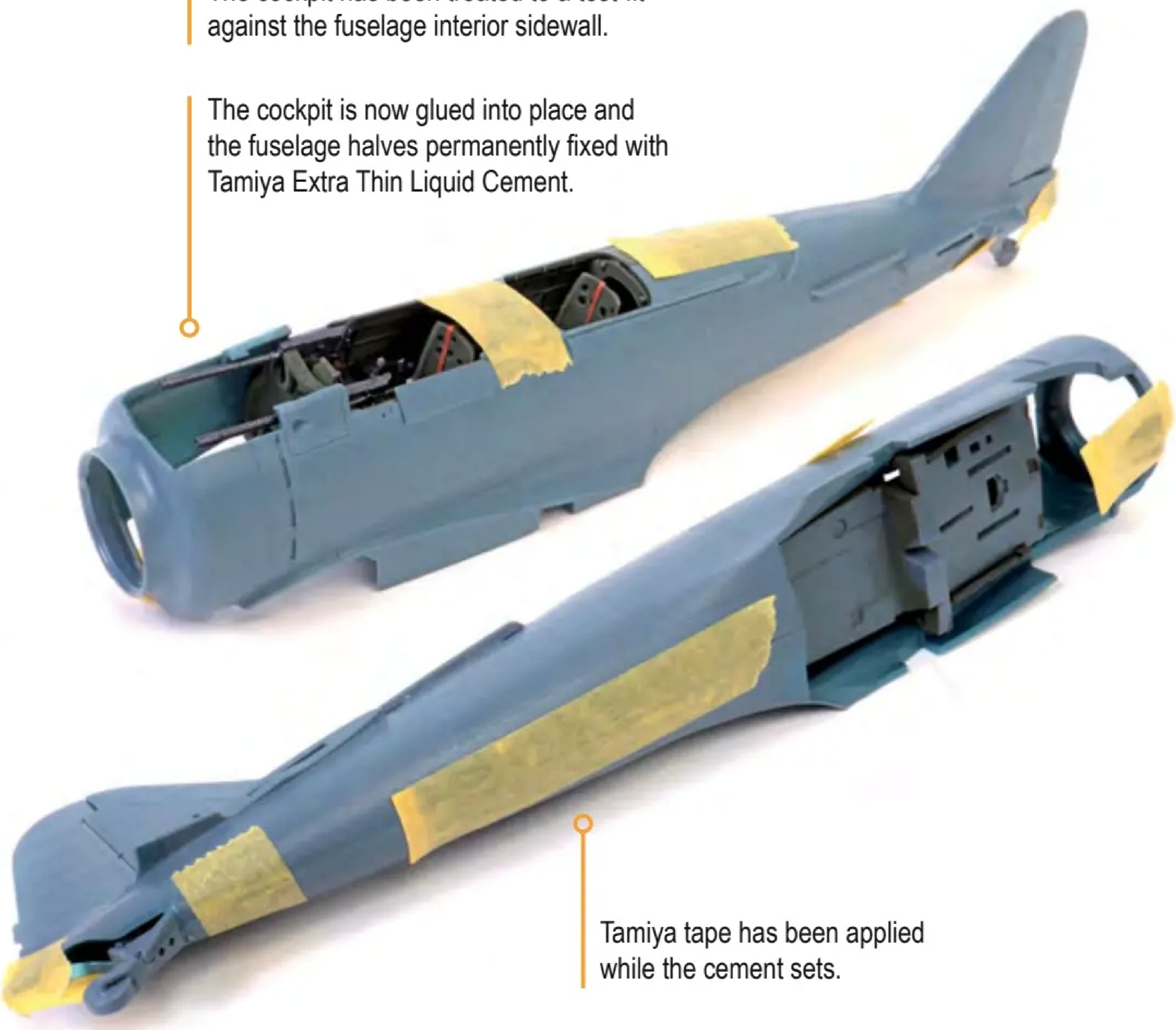
Oxygen bottles will be effectively hidden in the mid-fuselage but I painted them up anyway.



The cockpit has been treated to a test-fit against the fuselage interior sidewall.

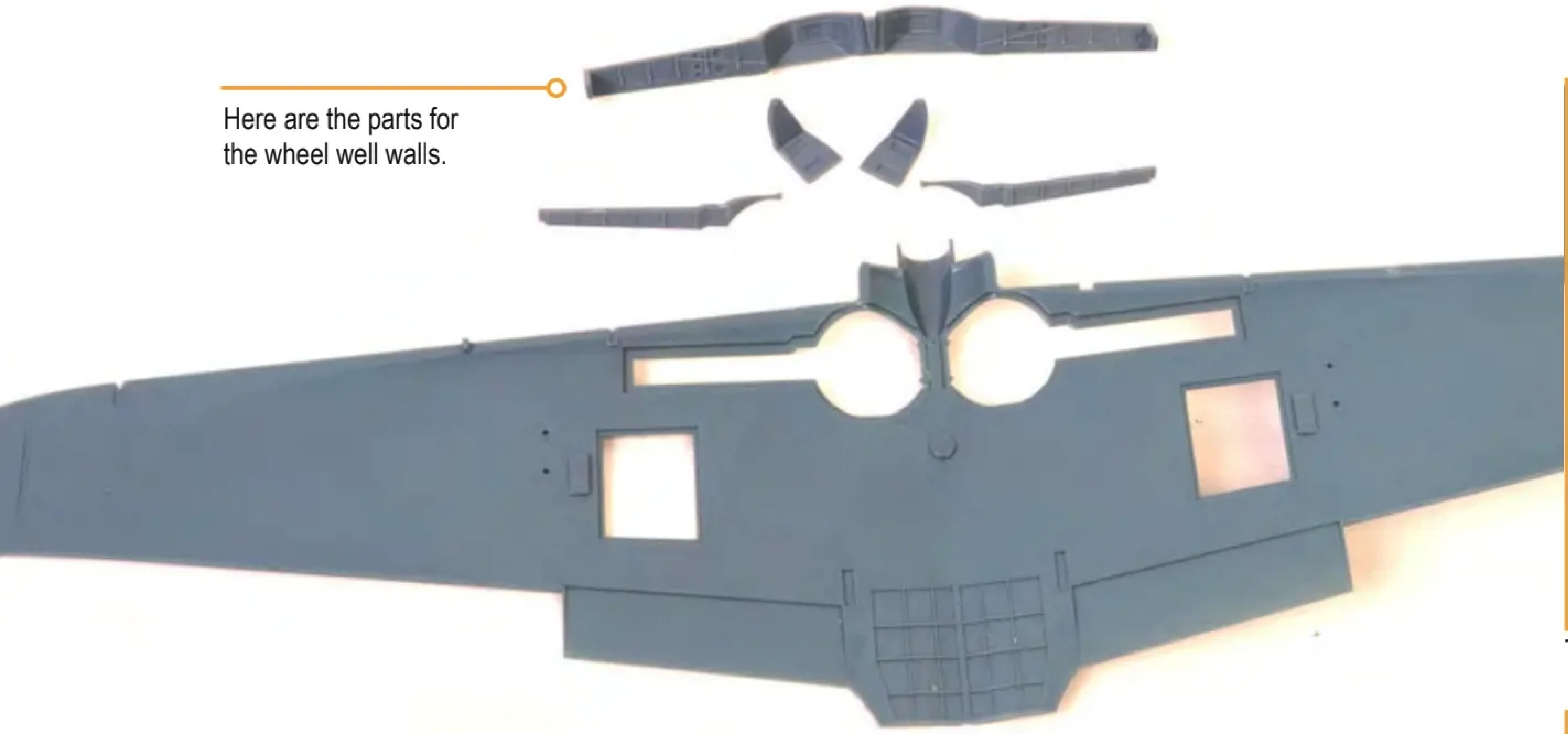


There is plenty of detail to grab your attention.

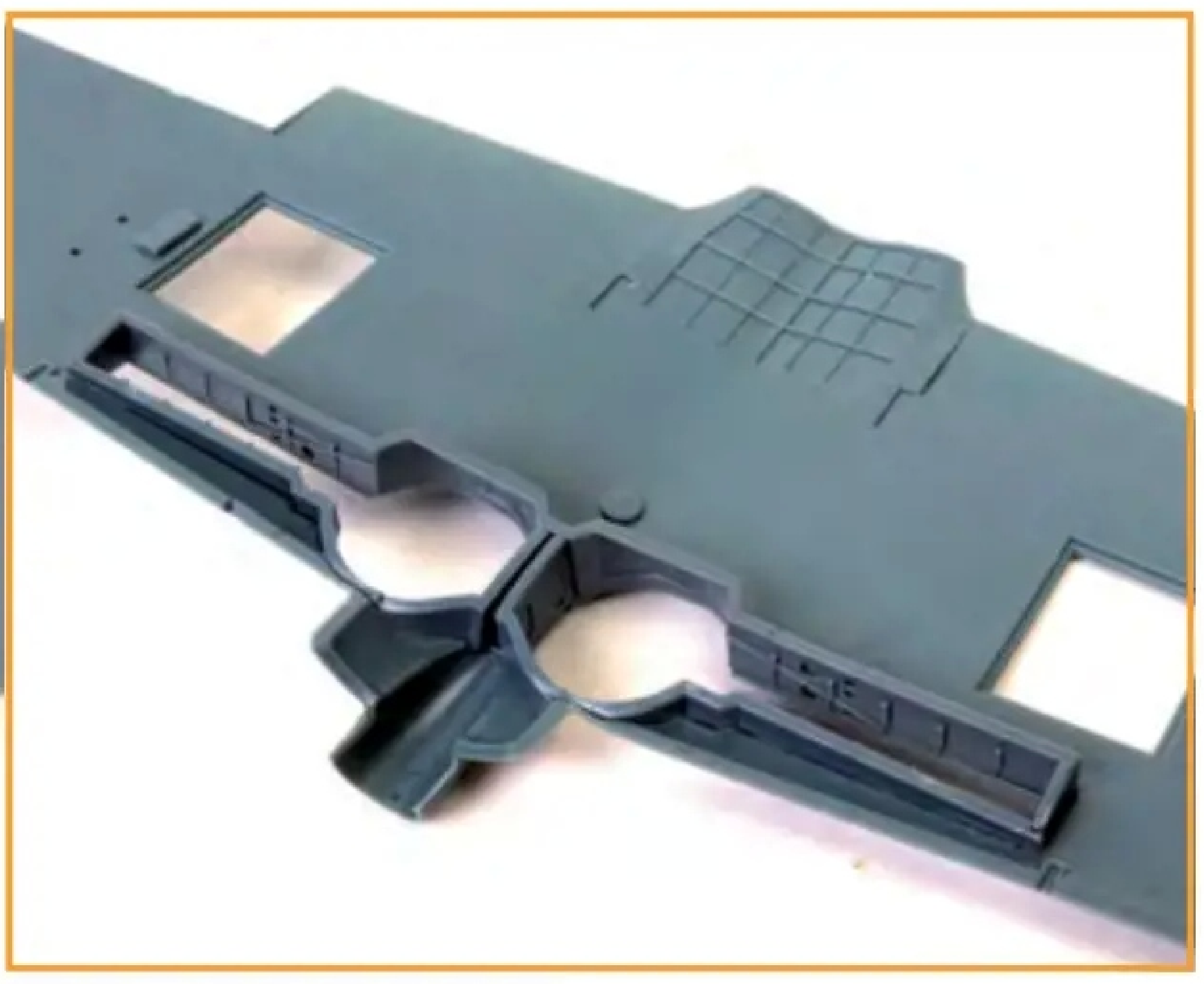


The cockpit is now glued into place and the fuselage halves permanently fixed with Tamiya Extra Thin Liquid Cement.

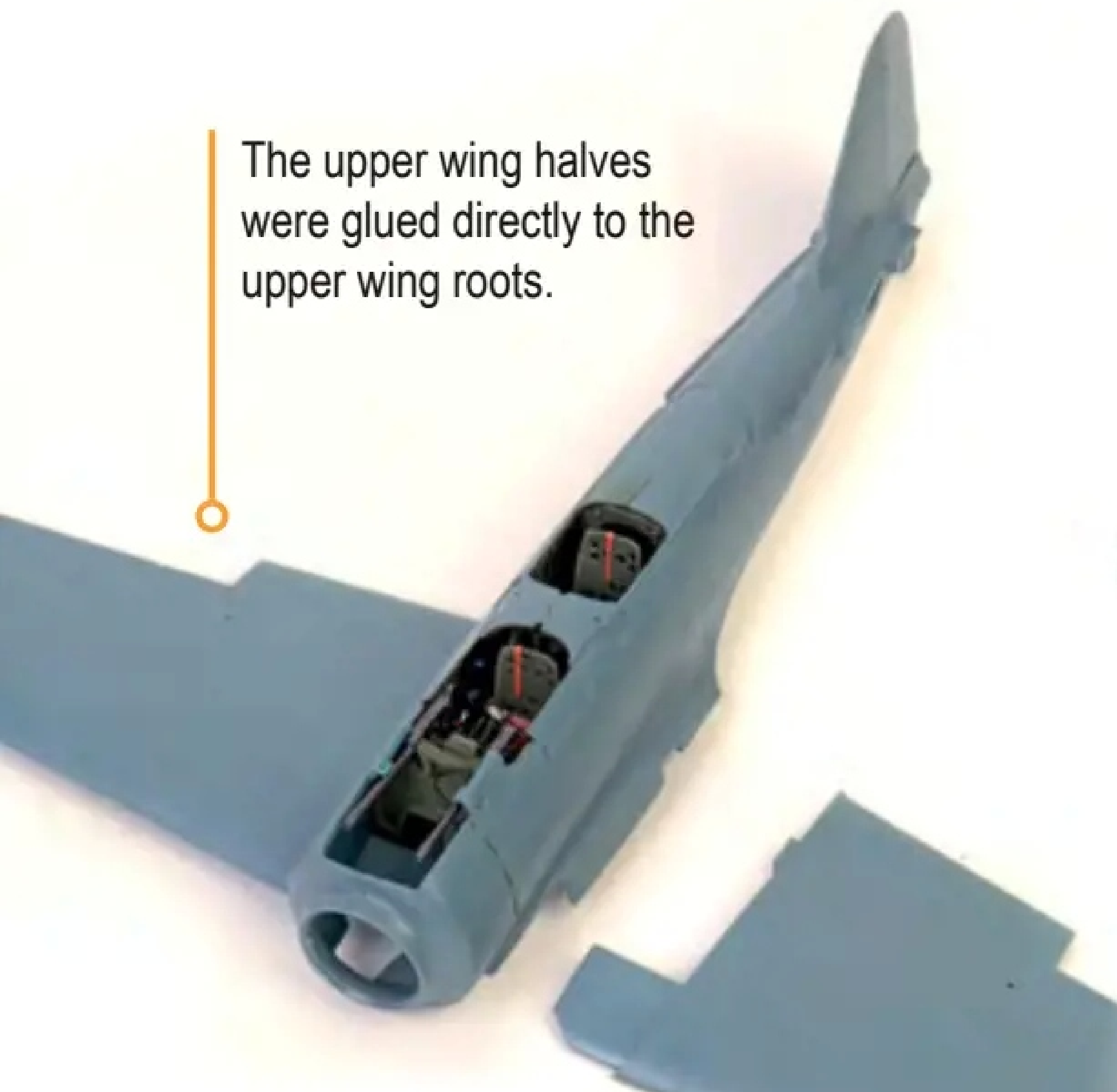
Tamiya tape has been applied while the cement sets.



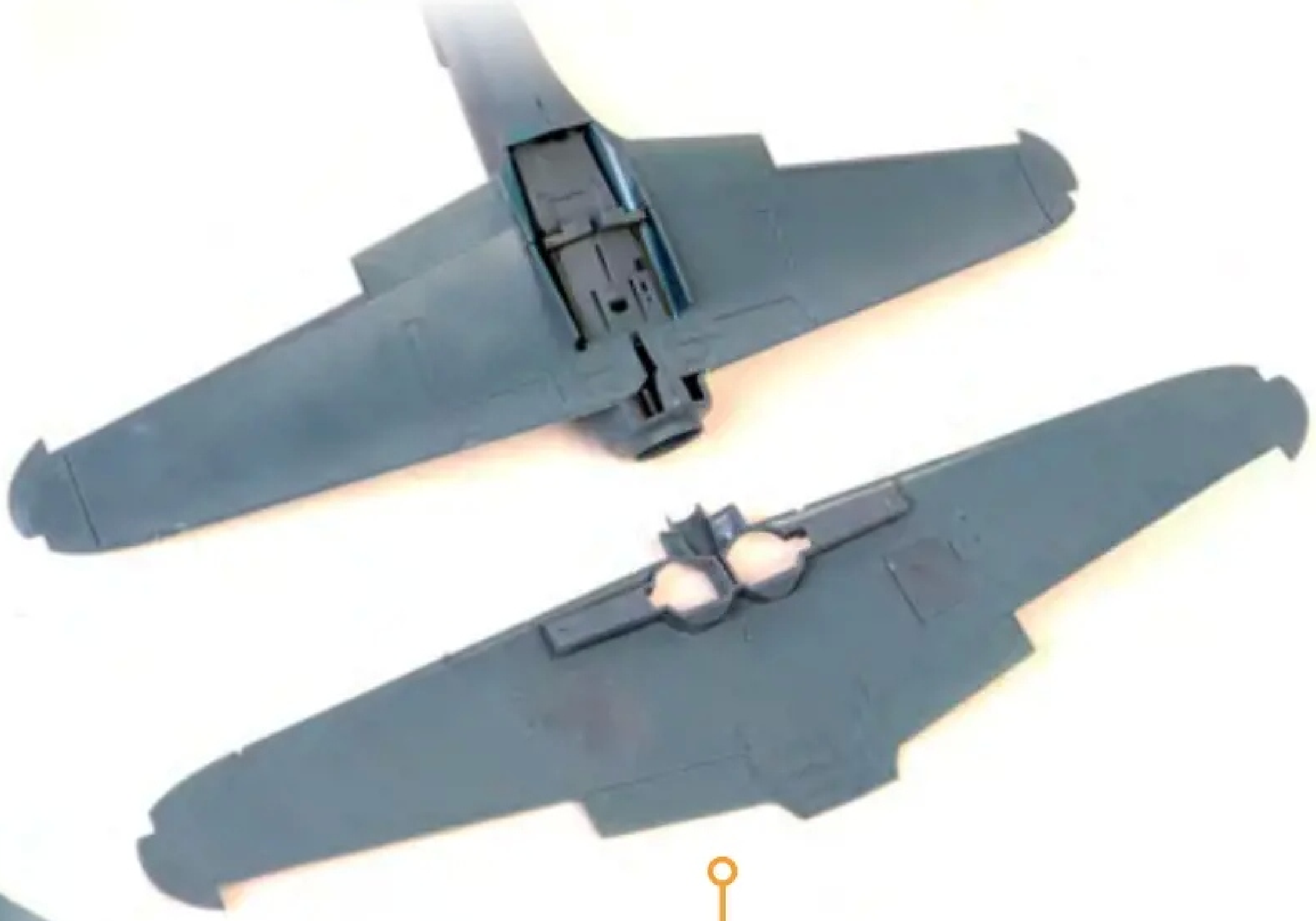
Here are the parts for the wheel well walls.



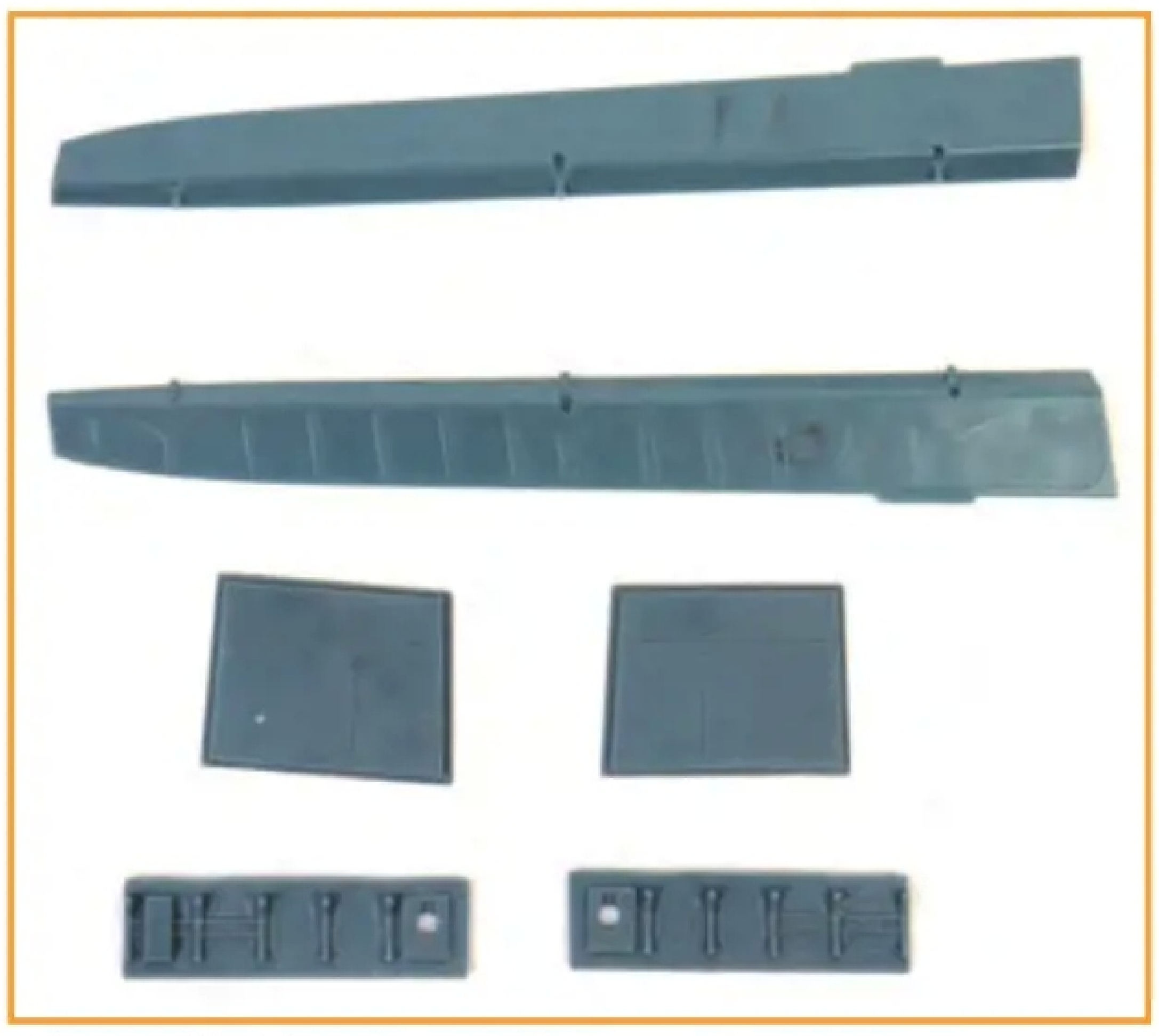
The wheel well parts in place.



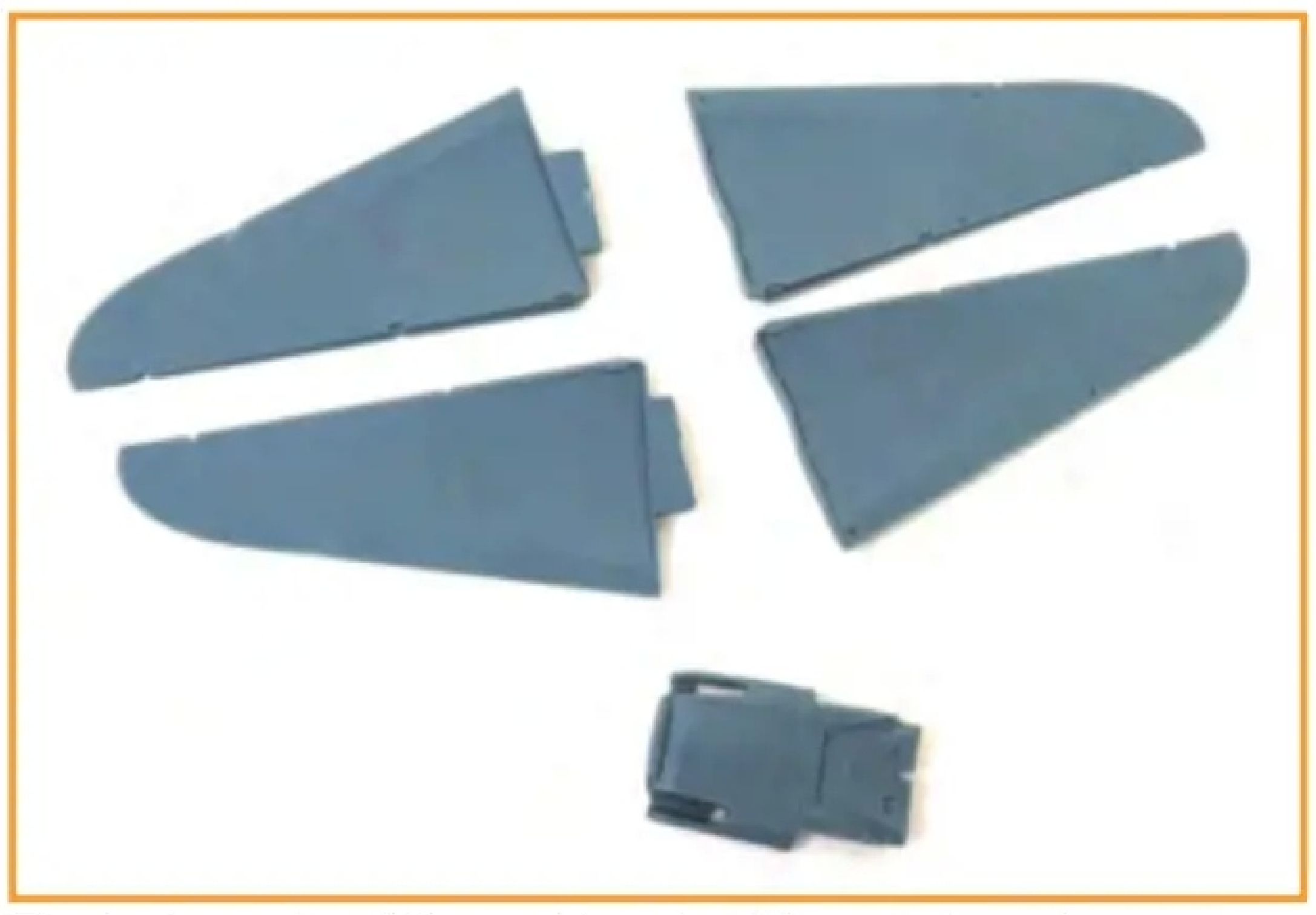
The upper wing halves were glued directly to the upper wing roots.



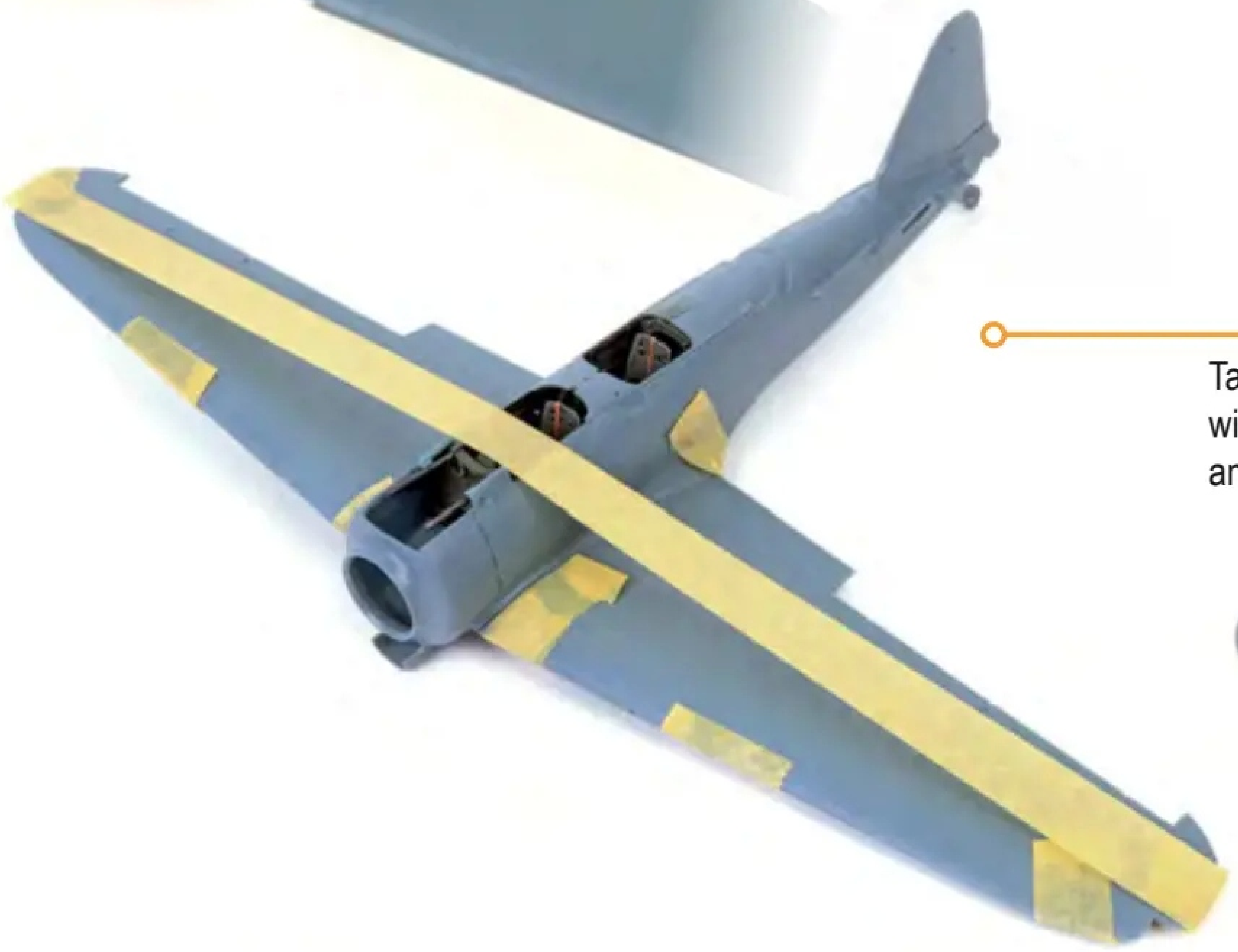
When the upper wing halves had completely set, the full span lower wing was attached.



Ailerons, blanking plates and undercarriage covers.

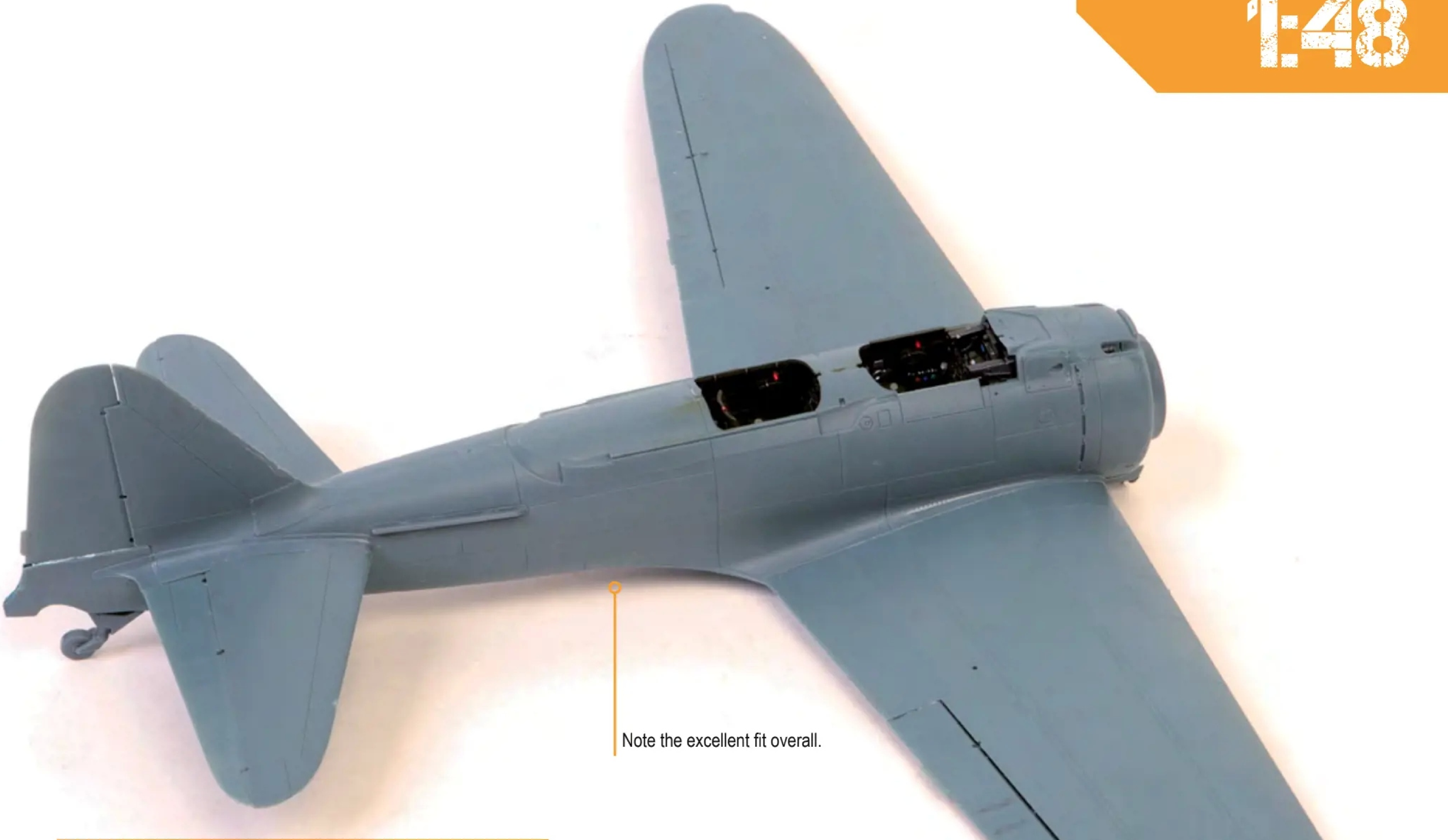


The horizontal stabilisers. Note that I have written the part numbers in pencil to avoid confusion during assembly.



Tamiya tape was stretched from wingtip to wingtip to guarantee the correct dihedral and a gap free fit at the wing root.

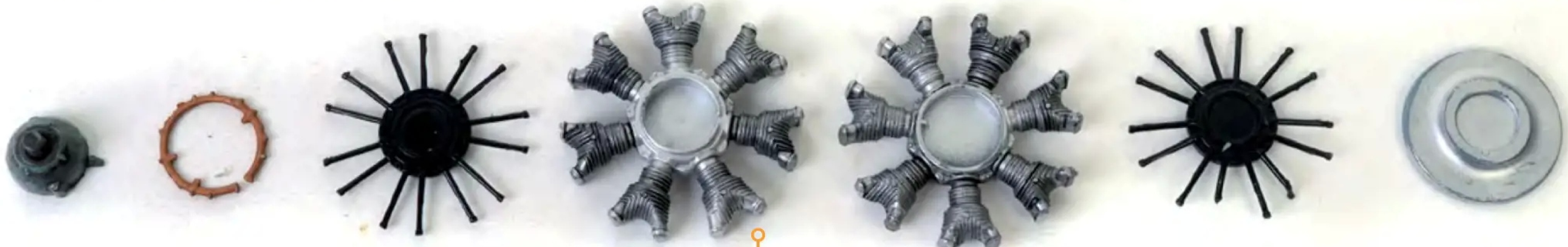
With the wings and tailplanes in place, we are really making progress.



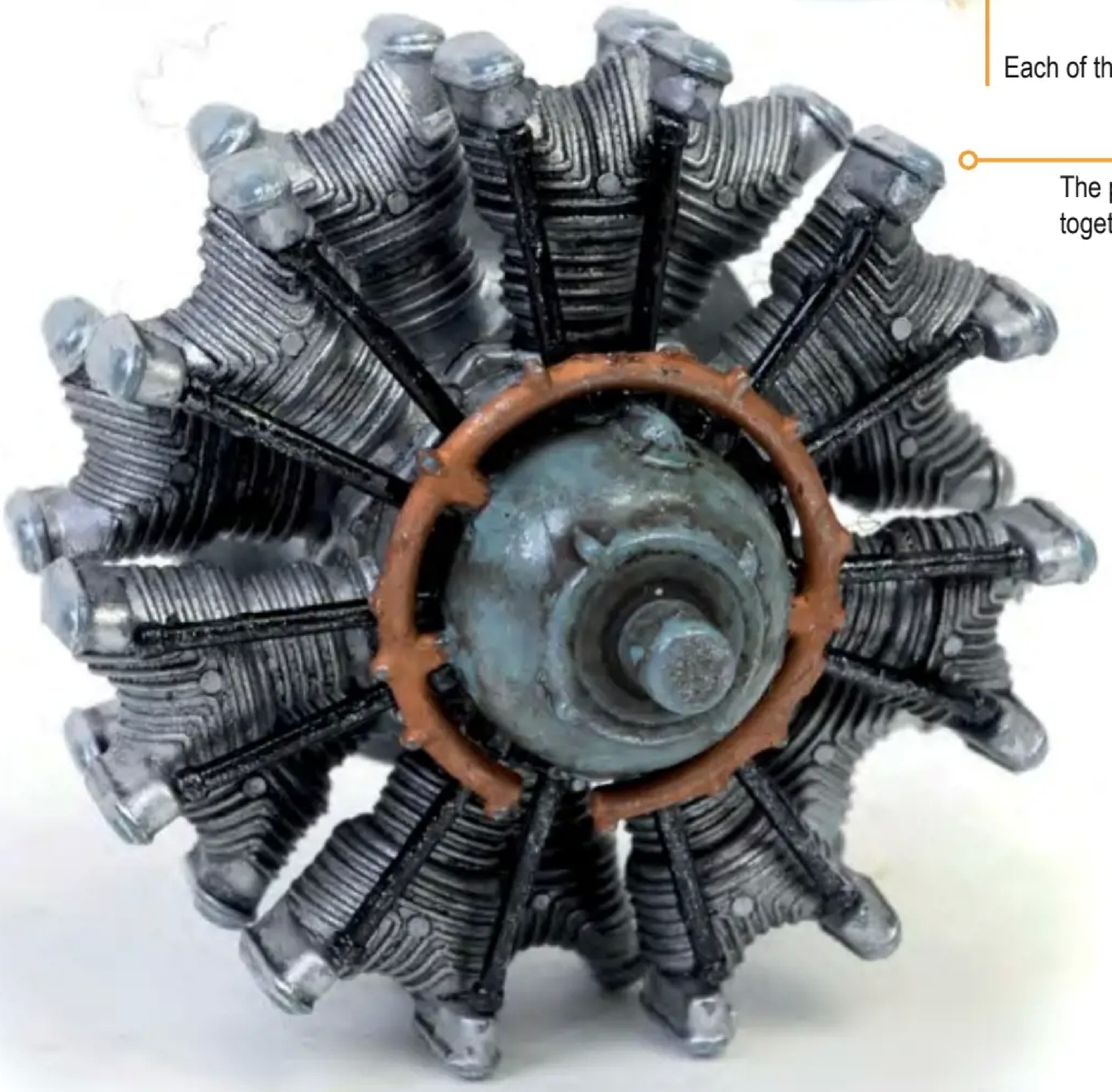
Note the excellent fit overall.

MINESHIMA
HOBBY TOOL

Large raised ejector pins must be cut off before the engine can be assembled. This is a fast and easy job for a good quality pair of side cutters.



Each of the individual engine parts were painted separately.



The parts were then brought together for a nicely detailed engine.

> ***"It is always a treat to welcome a brand new tooling from Eduard, and they have been running in overdrive lately with an eclectic mix of esoteric and famous subjects..."***

Eduard 1:48 Kamikaze A6M5/A6M2-K Dual Combo Limited Edition • Kit No. 11184

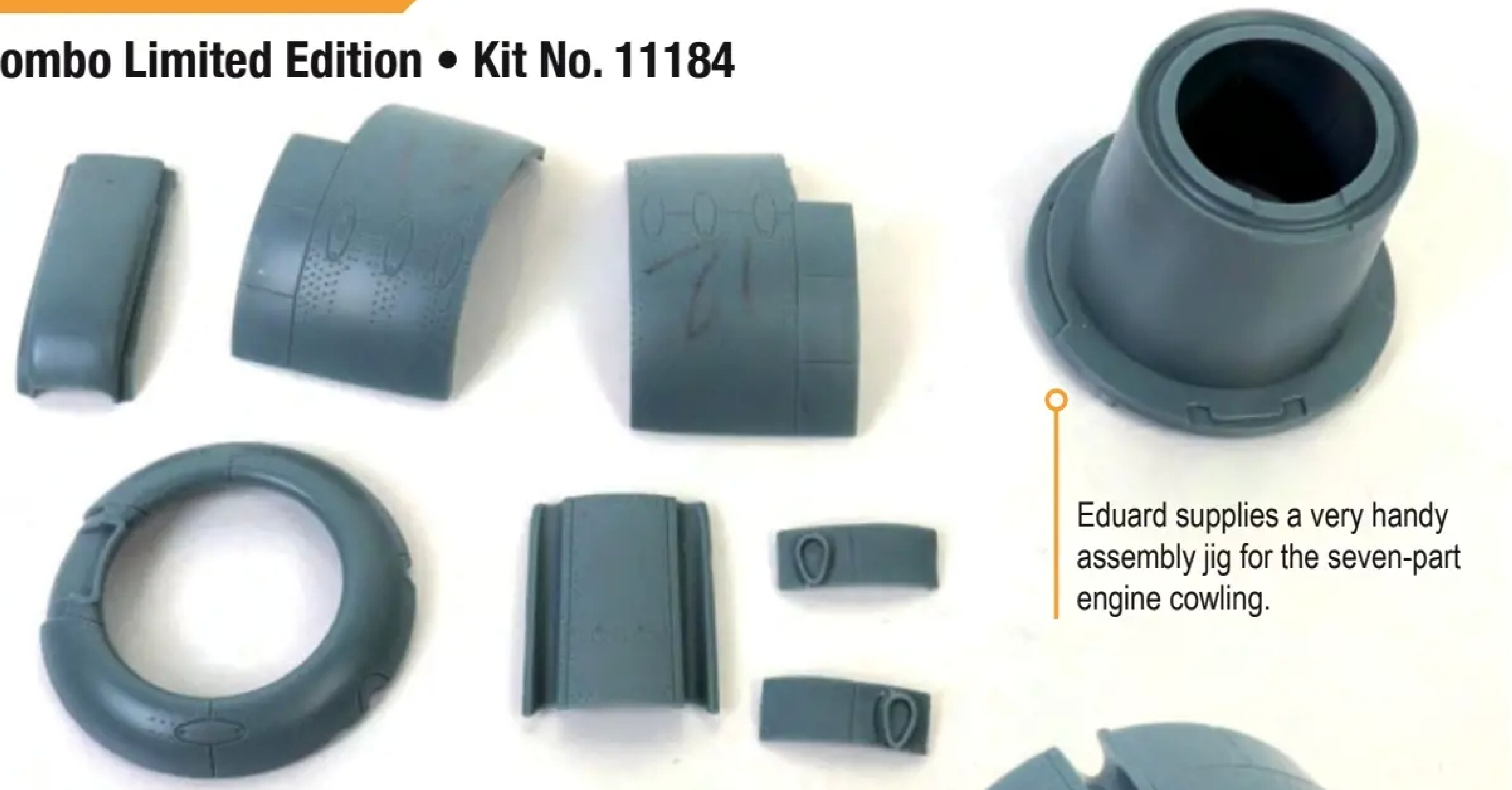
CONCLUSION

Eduard's 1:48 scale Kamikaze Tokkotai is a very impressive package. In my opinion, the cockpits are the equal to Eduard's best to date (the double cockpit in the A6M2-K is twice as good), while surface textures and fit match the lofty heights of Eduard's other recent releases.

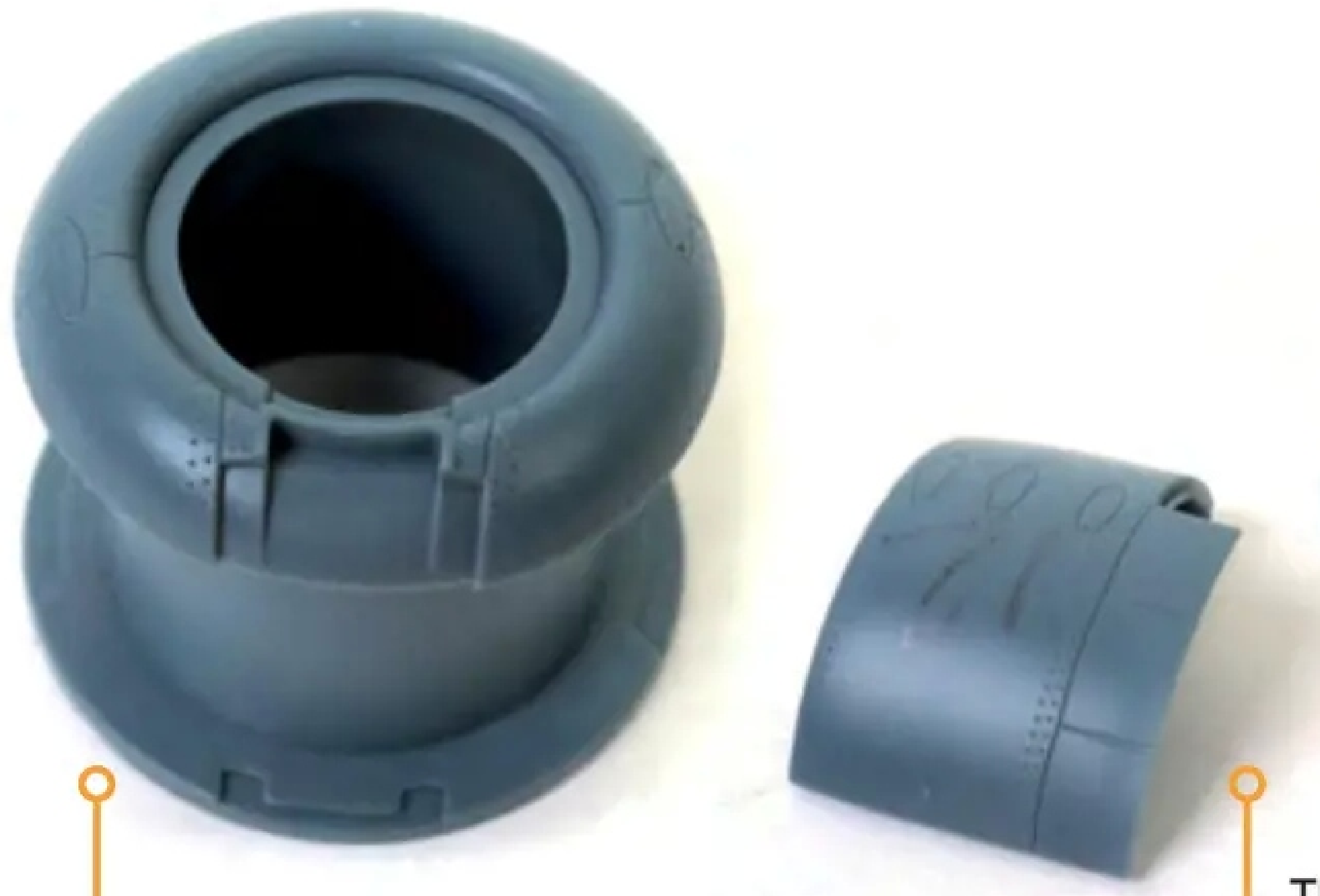
I am very pleased to see both the A6M5 Zero and A6M2-K trainer in the one box too.

Some prior experience will be helpful due to the kit's photo-etch and some tiny plastic parts.

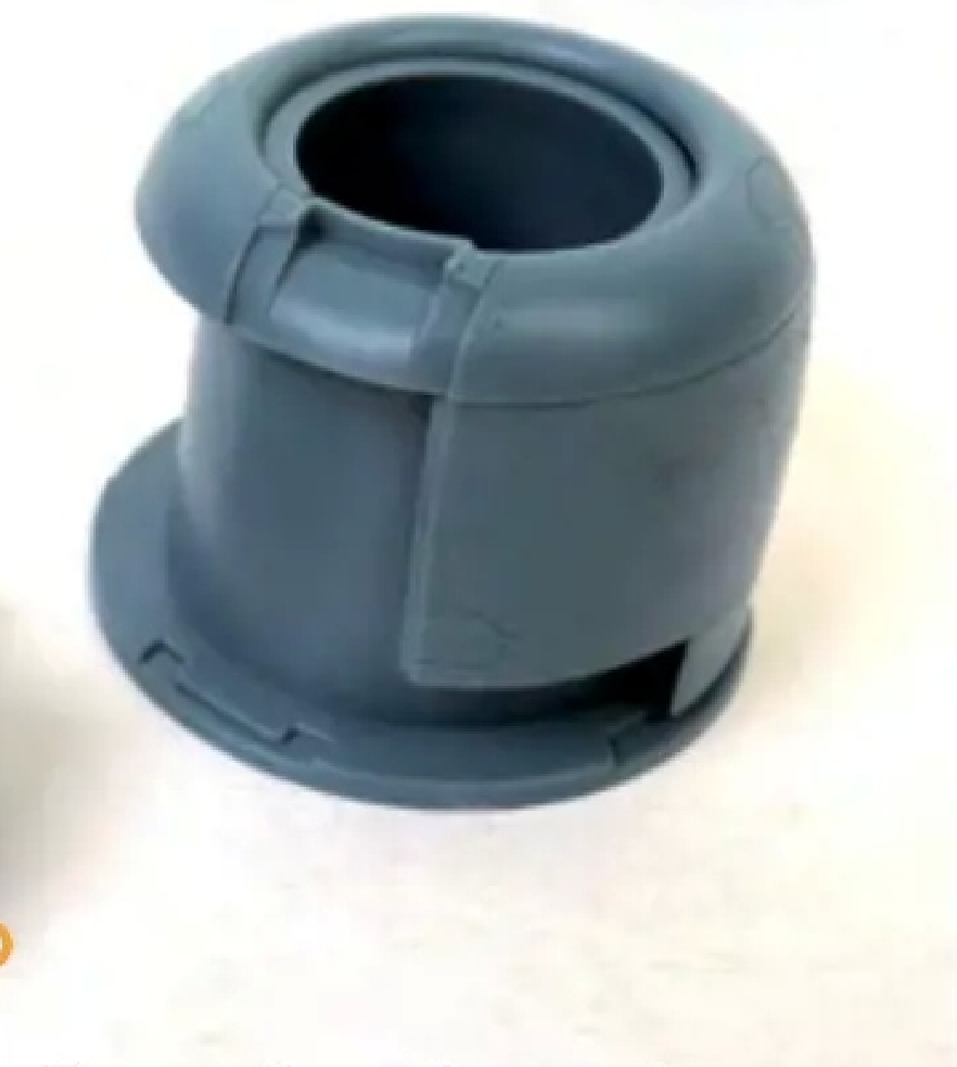
Highly Recommended. ■



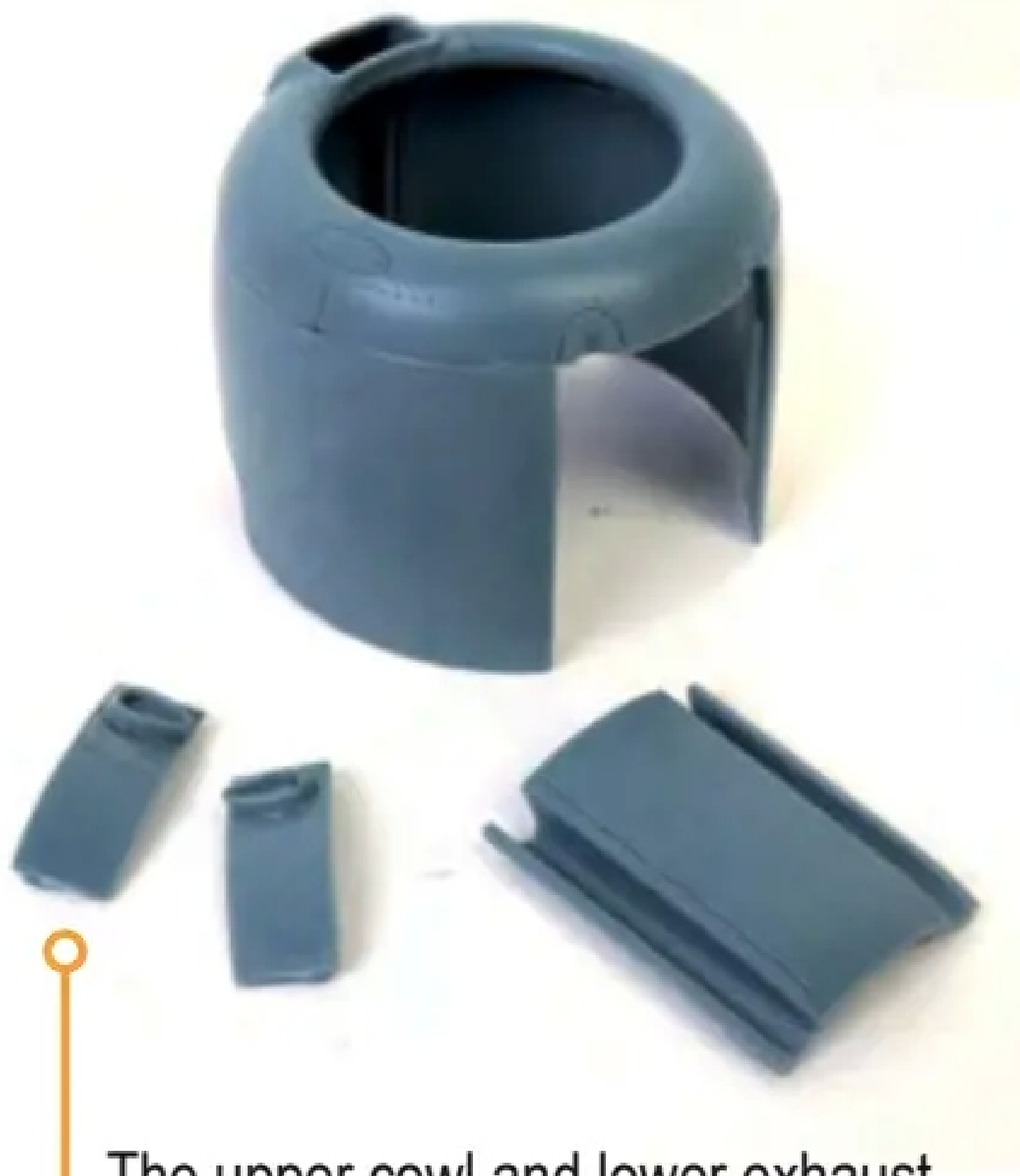
Eduard supplies a very handy assembly jig for the seven-part engine cowling.



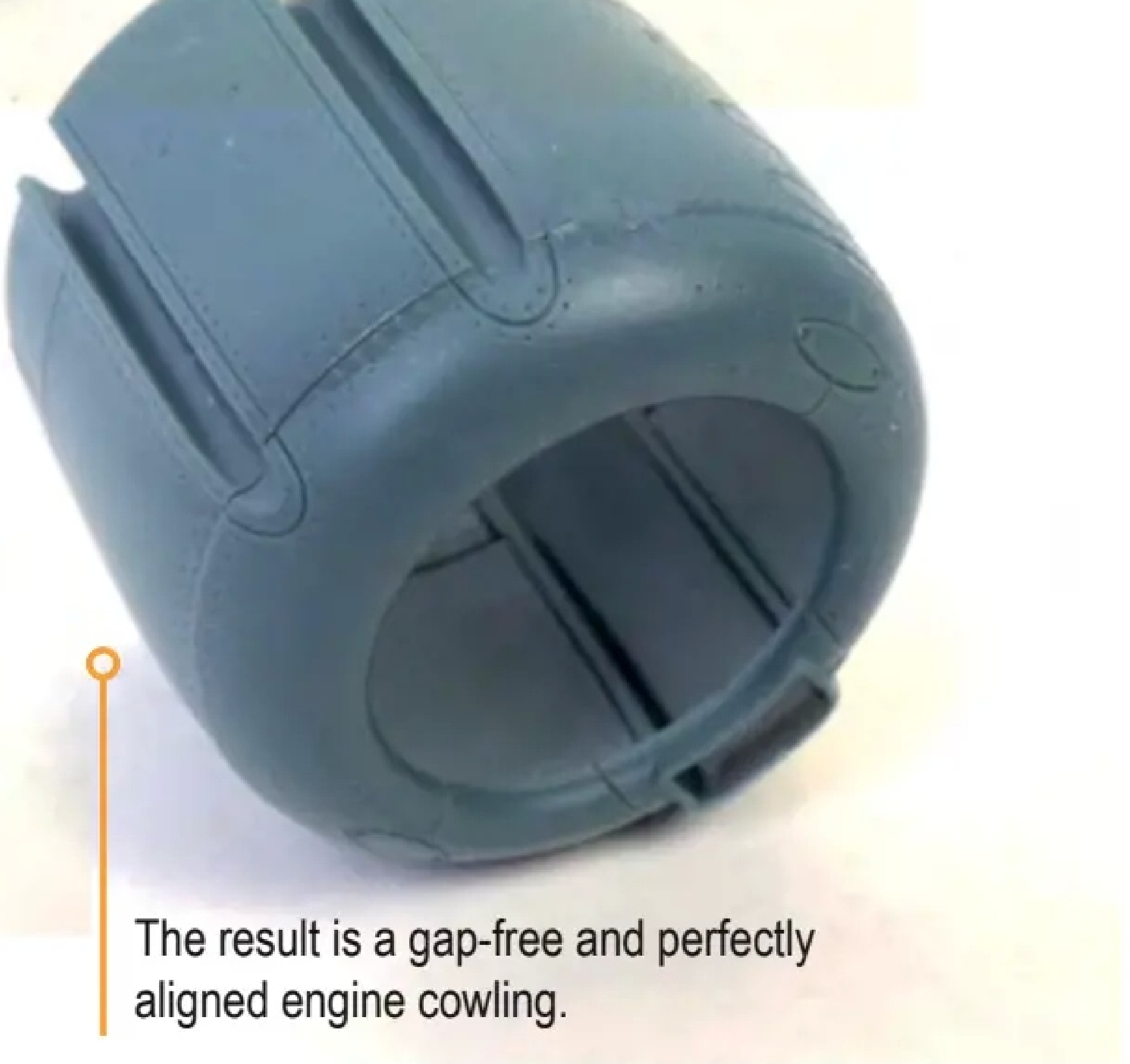
First the forward cowl is dropped onto the top of the jig.



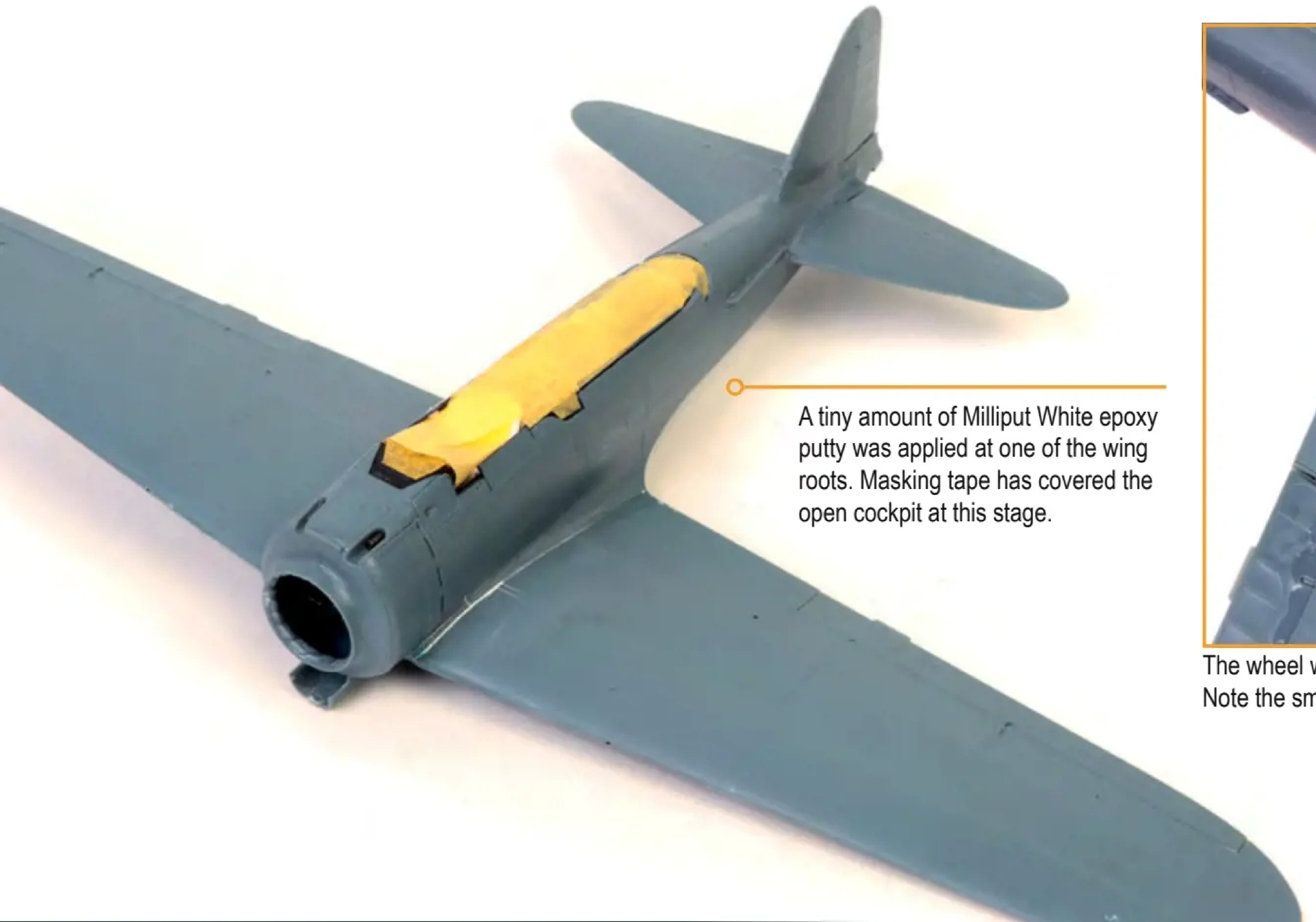
The cowling sides are then glued in place. Take care to avoid getting glue between the jig and the cowling parts.



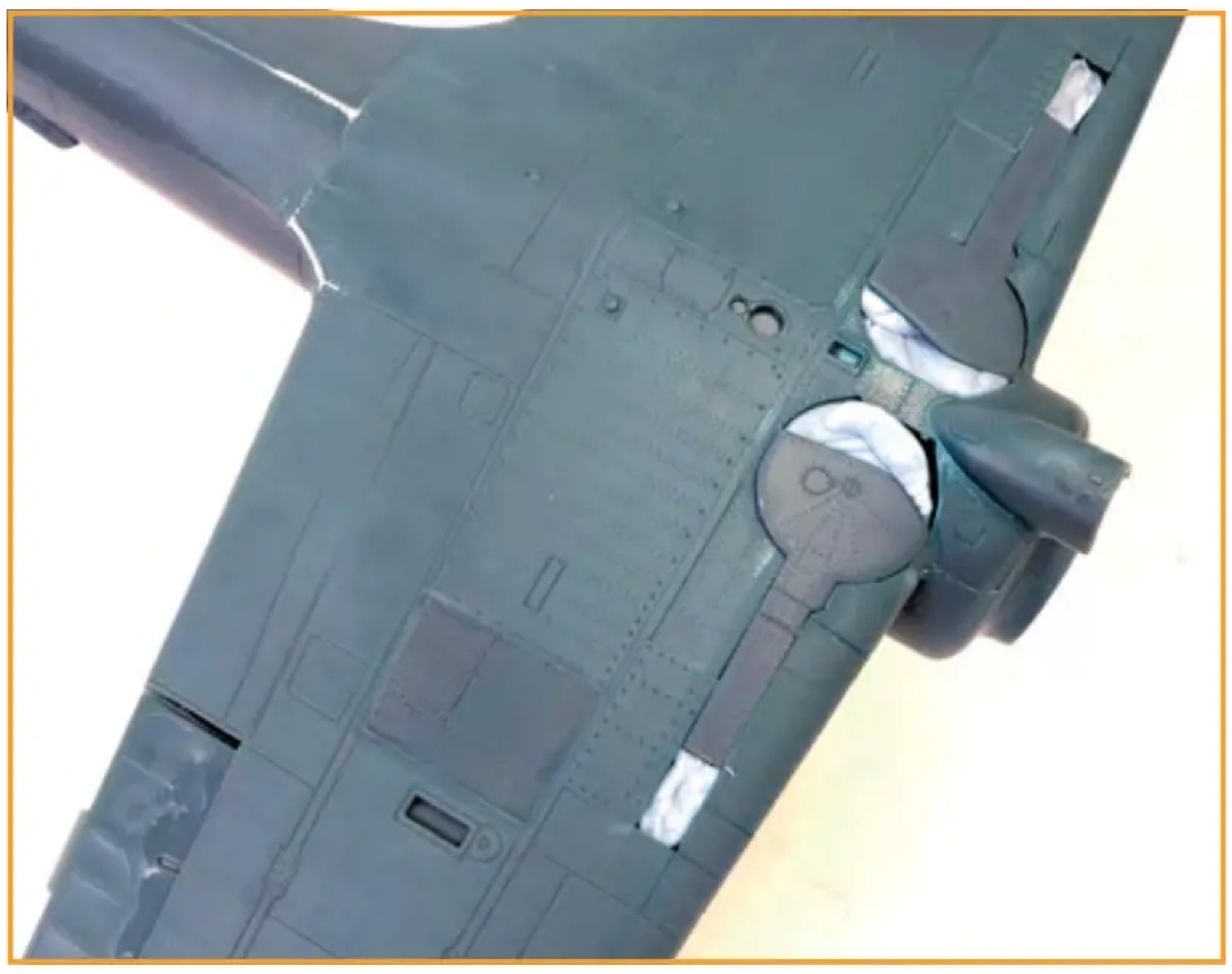
The upper cowl and lower exhaust panels may be added now.



The result is a gap-free and perfectly aligned engine cowling.



A tiny amount of Milliput White epoxy putty was applied at one of the wing roots. Masking tape has covered the open cockpit at this stage.



The wheel wells have been blanked off with spare parts and Blu-Tack. Note the small amount of putty used on the lower surfaces.

NEXT TIME...

Next time Brett describes painting and weathering his Eduard A6M2-K two-seater Zero.

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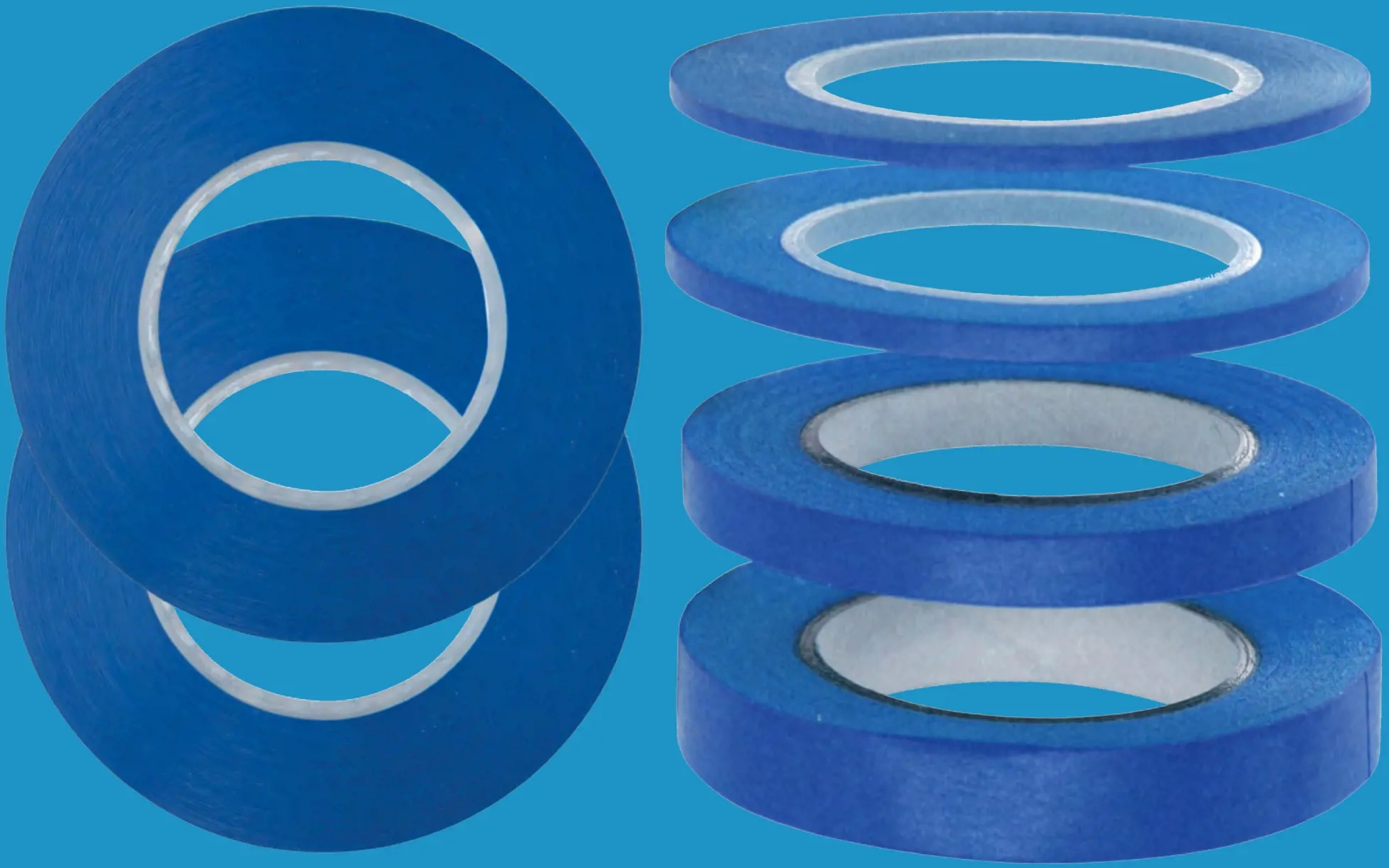

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Aerocraft 1:32 Miles M.52 Experimental Aircraft to Spec. E.24/43 • Kit No. ACMK4801

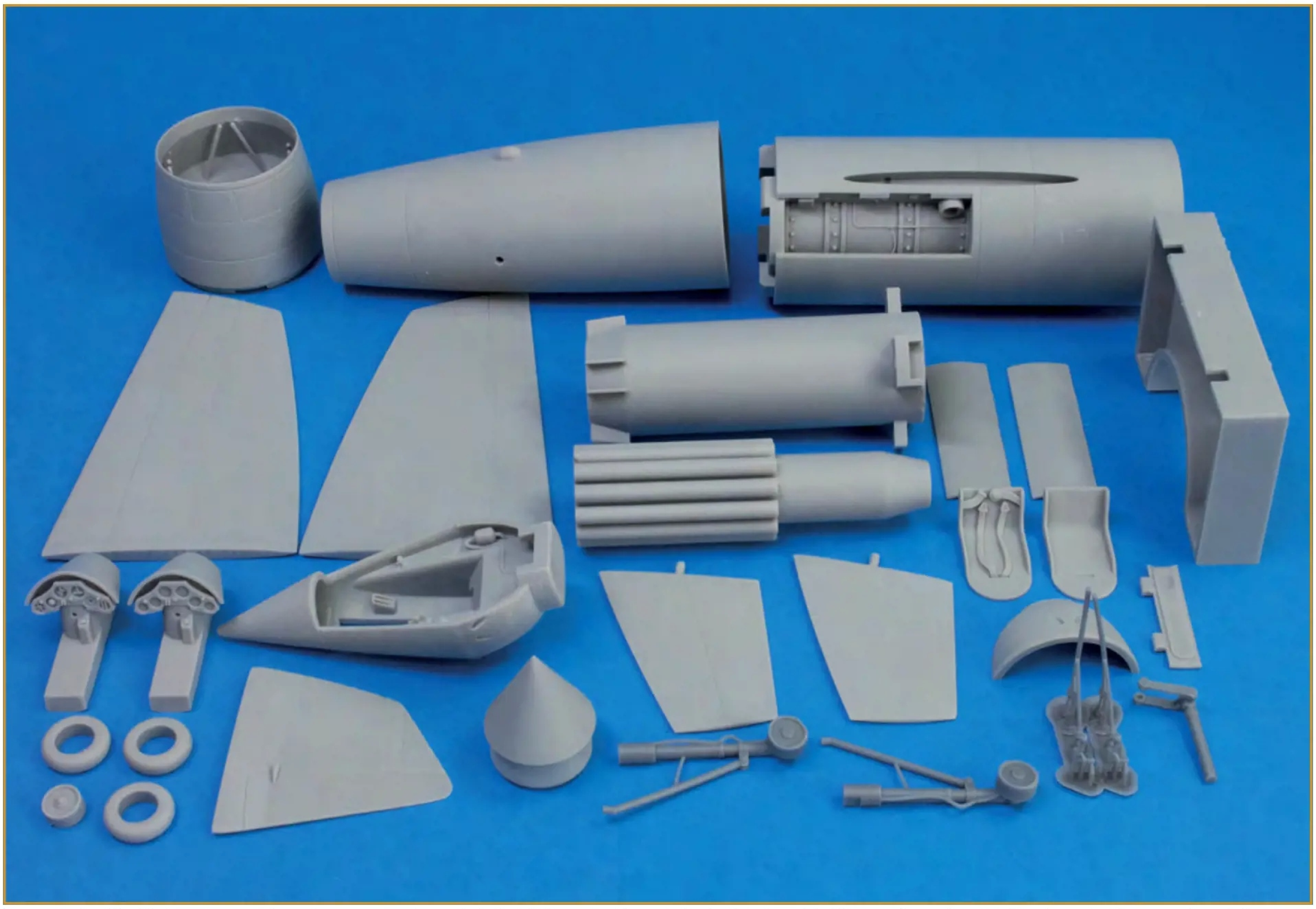
THE MILES M.52

- WHAT MIGHT HAVE BEEN

Spencer Pollard builds Aerocraft's latest 1:32 scale 3D printed kit and then paints it in what to many is one of the toughest schemes out there: overall bright yellow. Let battle commence!

U.52

Aerocraft 1:32 Miles M.52 Experimental Aircraft to Spec. E.24/43 • Kit No. ACMK4801



The contents of the kit. As you can see here, there are very few parts in the kit, the main airframe being broken down into little more than a handful. Time is needed to remove the printing supports and then sand the surfaces of the major comments to eliminate printing lines, that would be visible underneath any subsequent paintwork.

Many of you reading this will be more than aware of the Bell X-1 and its flight through the sound barrier at the hands of Chuck Yeager. What may not be quite so well-known is the story of the Miles M.52 and how shared information and designs from that program helped Bell achieve their aim. The following extract is taken form the Wikipedia page on the M.52 which is filled with plenty of written details on its design, technology and eventual cancellation. It's a fascinating read…

"The Miles M.52 was a turbojet-powered supersonic research aircraft project designed in the United Kingdom in the mid-1940s. In October 1943, Miles Aircraft was issued with a contract to produce the aircraft in accordance with Air Ministry Specification E.24/43. The programme was highly ambitious for its time, aiming to produce an aircraft capable of a speed of at least 1,000 miles per hour (1,600 km/h) during level flight, and involved a very high proportion of cutting-edge aerodynamic research and innovative design work."

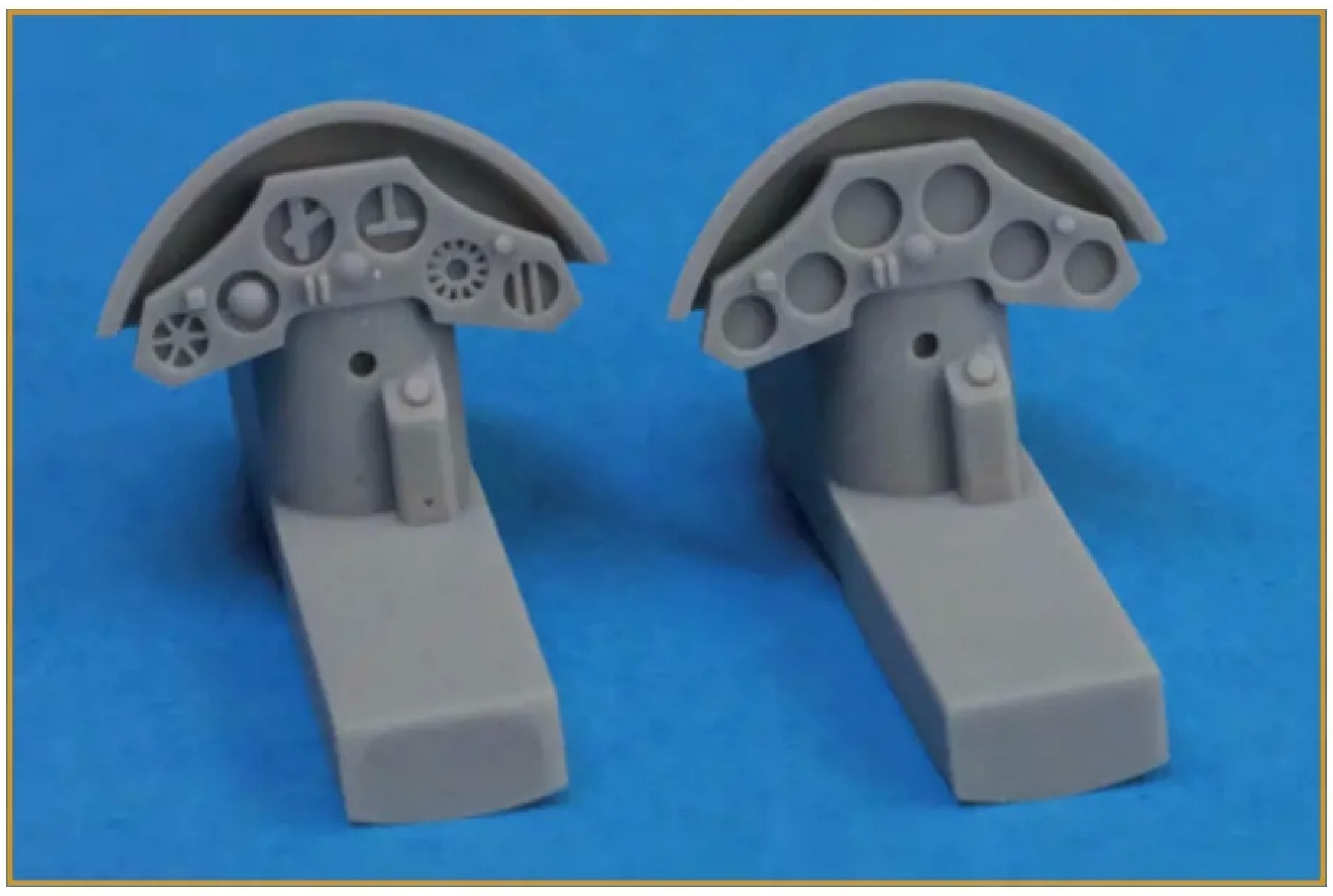
IN MINIATURE...

Although I knew little about this aircraft before building this kit, I was taken by the chance to build another esoteric prototype for my collection. The fact that it was possible using a 3D printed kit, a medium that I am growing more and more used to as the months pass by, only added to the intrigue and excitement.

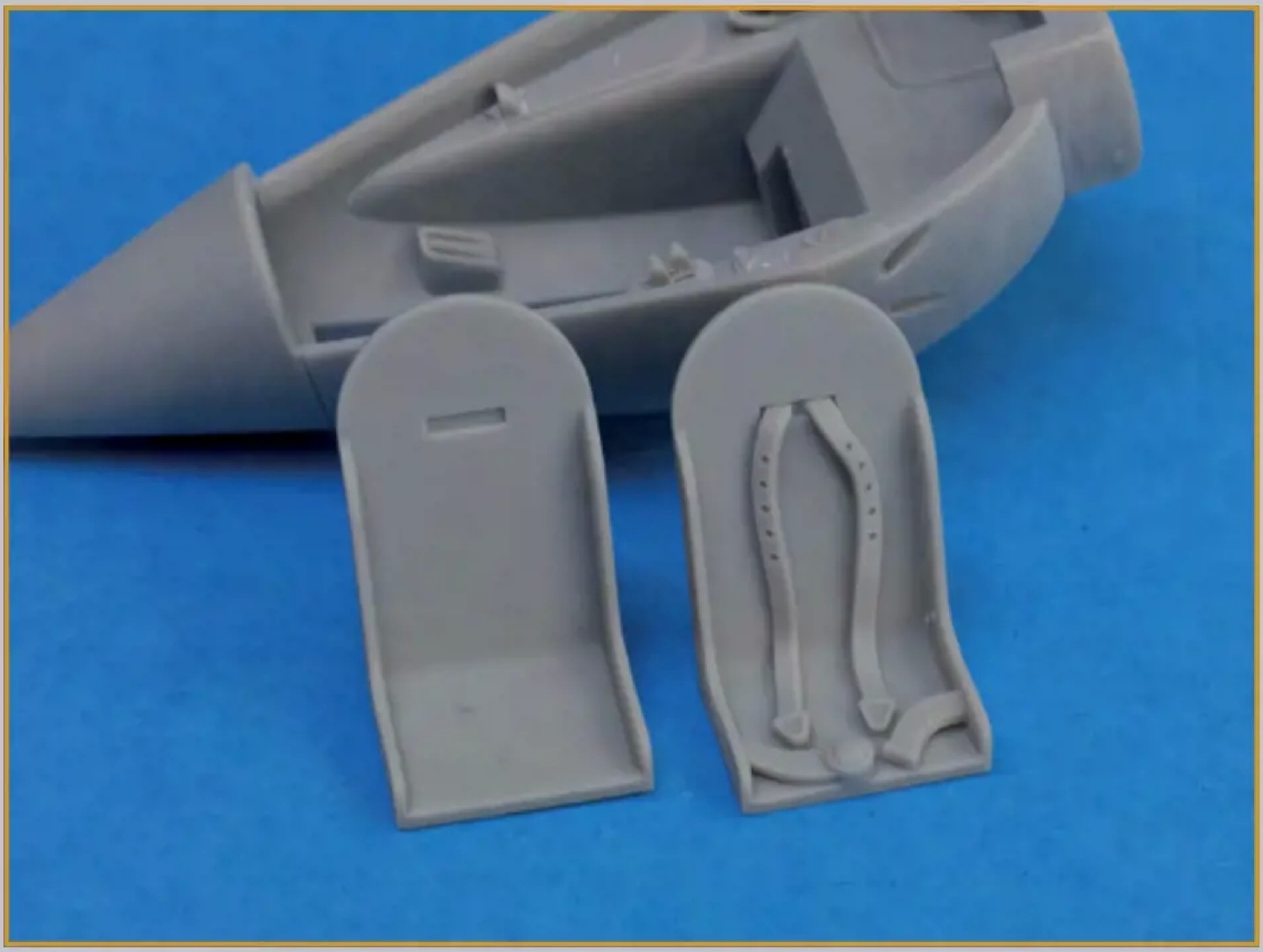
As a kit, Aerocraft's M.52 shows once again what is possible from this emerging medium. The kit is part of a collection of three models in 1:72, 1:48 and this, the larger 1:32 offering. The kit itself is very simple in approach with very few parts to deal with. The most time-consuming part of the project so far has been the need to remove all of the unwanted resin supports, a job that is as fiddly as it is tedious. Thankfully, a pair of GodHand snippers made simple work of the process before cleaning up any remaining stubs with wet & dry, used wet.

This is the only thing I don't like about 3D printed kits: removing the supports. Whereas traditional resin kits only had one area of unwanted resin to remove, 3D printed kits often have a number of supports around each part that have to be very carefully removed. I love the incredible detail but I hate the removal of those supports. Ah well, swings and roundabouts!

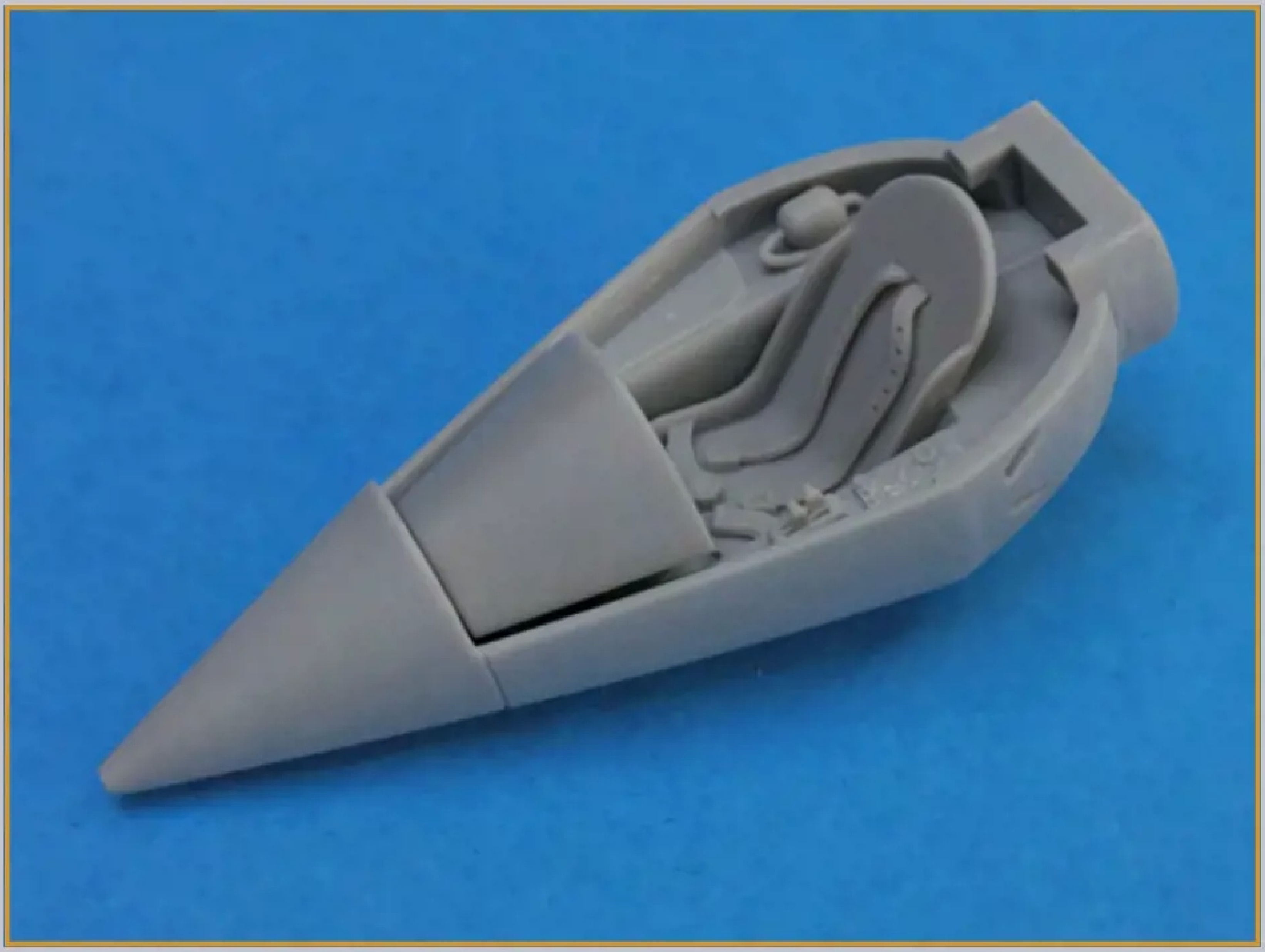
In terms of detail, the kit (or rather kits) will likely be seen differently depending on the scale that you chose to build in. Having now built this kit I feel that the smaller versions will suit the kit more than the one in 1:32. For example, in terms of overall detail, what would be very impressive in 1:72 doesn't quite work in 1:32, where I would have liked to have seen more complexity befitting the scale. It's not poor just a little sparse in places, a point of interest that I should perhaps expand up a little further. ▶



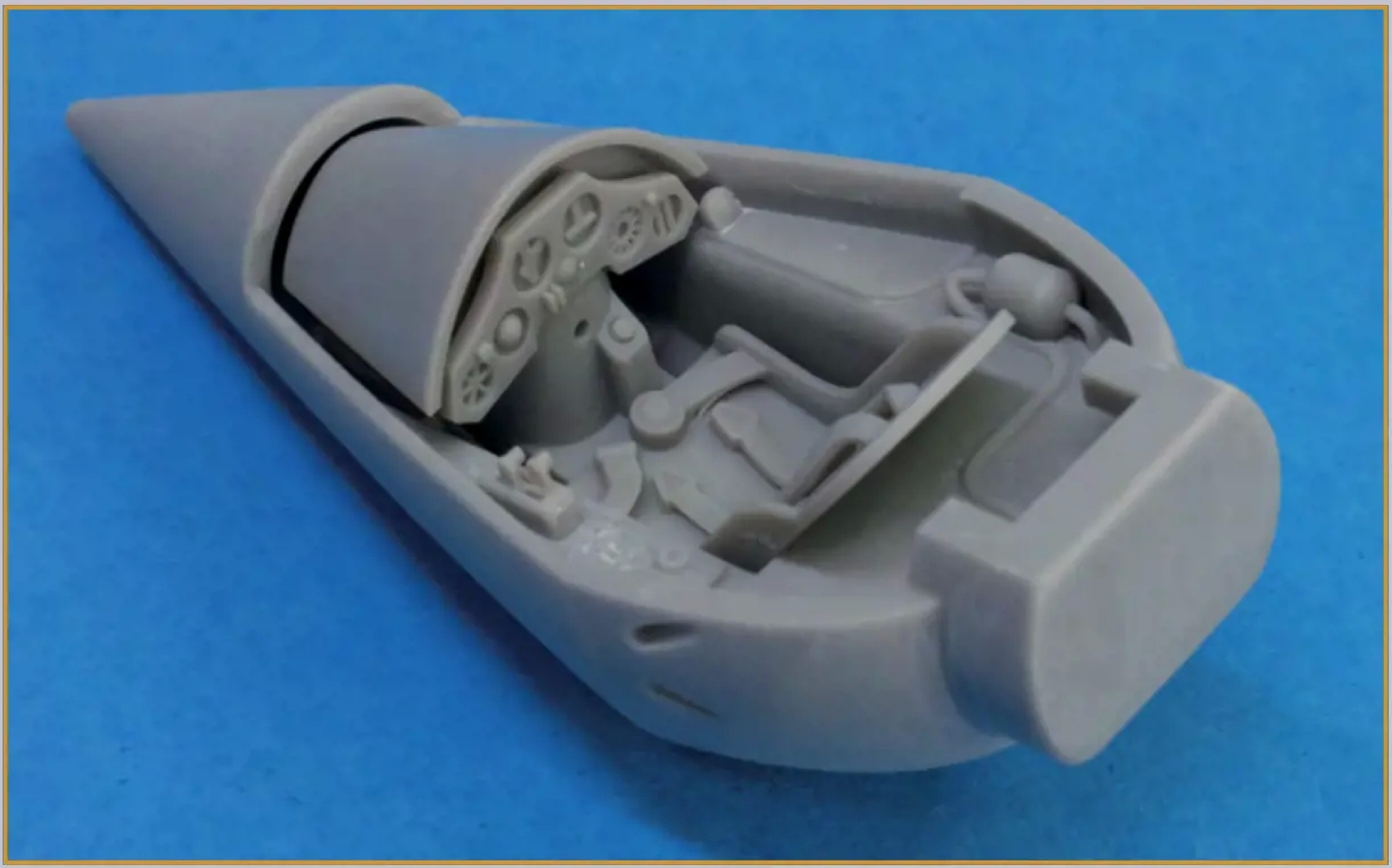
Optional instrument panels are supplied; one you can paint, the other decorate with decals from your spare decal collection or the aftermarket.



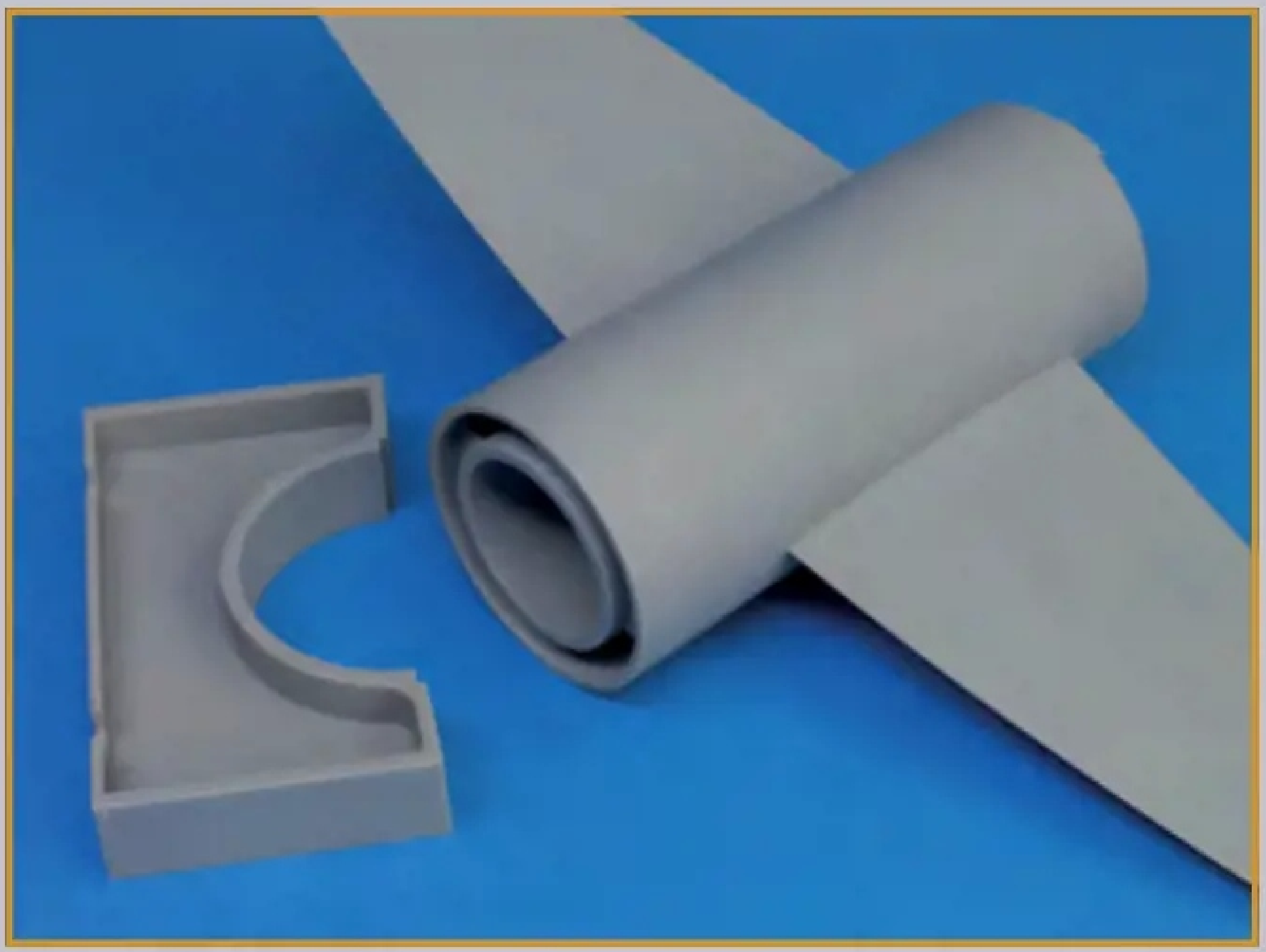
As with the instrument panel, optional seats are supplied with or with straps. I used the former for this build, the close confines of the cockpit needing little in the way of additional detail.



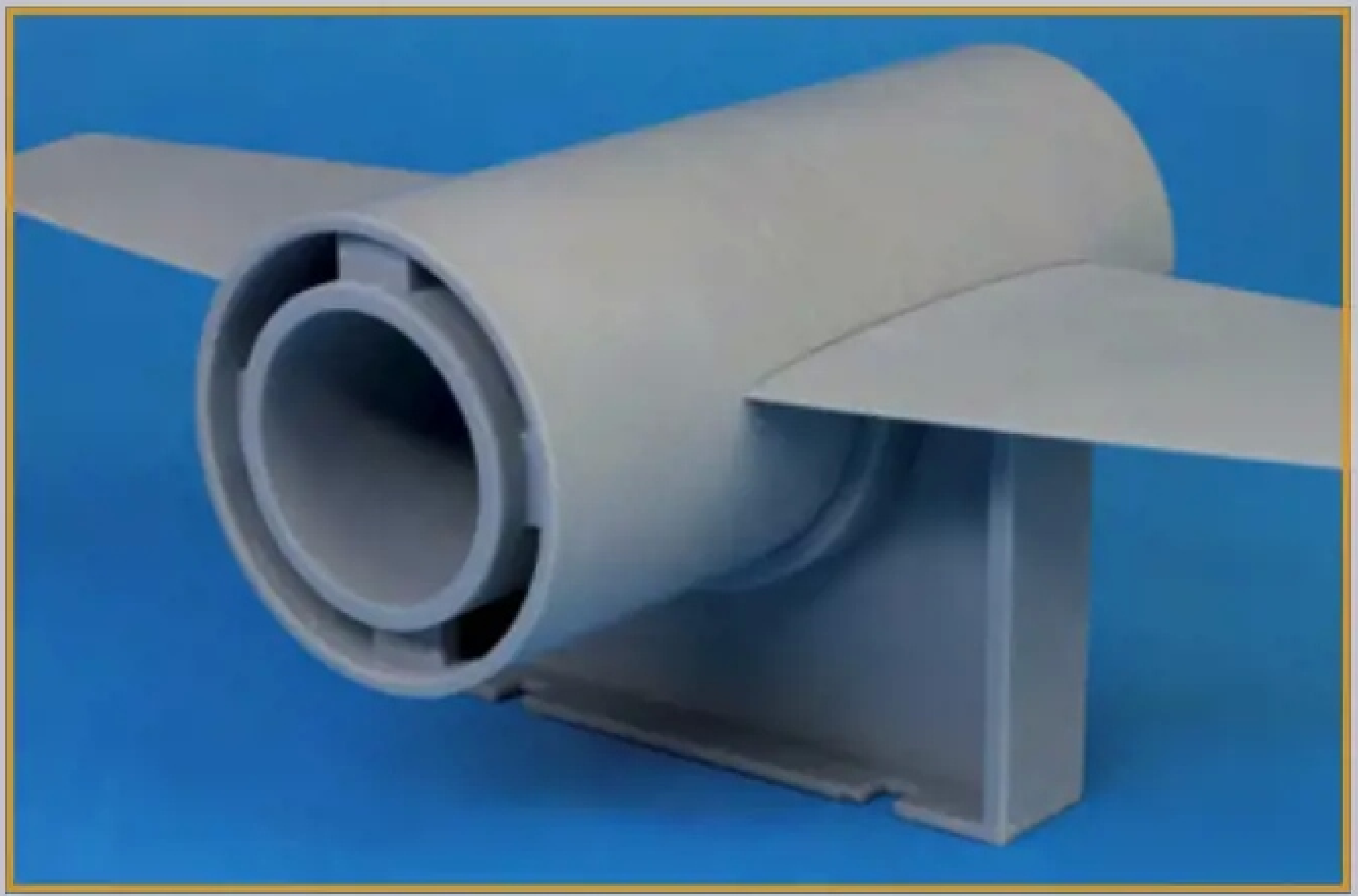
The entire nose is supplied as one large ‘egg’ that is filled with the individual cockpit parts and the enclosed with the superb, cast resin canopy.



Looking like something out of a light aircraft, the cockpit is nicely detailed. I do have to wonder though; given how small the cockpit is, how tiny would the pilot have needed to be?!



A clever jig is supplied to set the angle of the model's wings.



Here is that jig in place. What a simple, clever idea!

DELUXE Materials
ROKET
RAPID
Fast setting, medium viscosity cyano glue.
Bonds 5-10 sec.
20g
www.deluxematerials.com
AD44

Major construction was carried out using Roket superglue, the medium viscosity type being seen here.

Large tabs help to align the rear fuselage with the model's mid-section.

As you can see here, the fit between the major parts is in the main, very good indeed. When joined later on it would be the internal structures that held the parts in place, this external joint remaining free from adhesive.

◀ Though I've not seen those other kits the parts are identical only the scales being changed, which accounts for the issues I see in this one. That's not to say I am disappointed with what I had, I was not, the sheer bulk of the model and its presence on my desk being very pleasing. My point is that there is more to a larger scale model than a simple upscale. The larger the model, the more detail can be seen and thus needs to be included. Of course all of that takes time effort and money to achieve, so once again, I understand the constraints. I also understand that the more complex the kit, the more expensive it becomes. Using the same design allows choices to be offered without an alarming increase in cost to the modeller. That being so, my opinion really needs to taken on board with those points, fully understood. In this day and age of increasing costs it's all a matter of maximising resources so Aerocraft's approach to this series of kits is more than sensible.

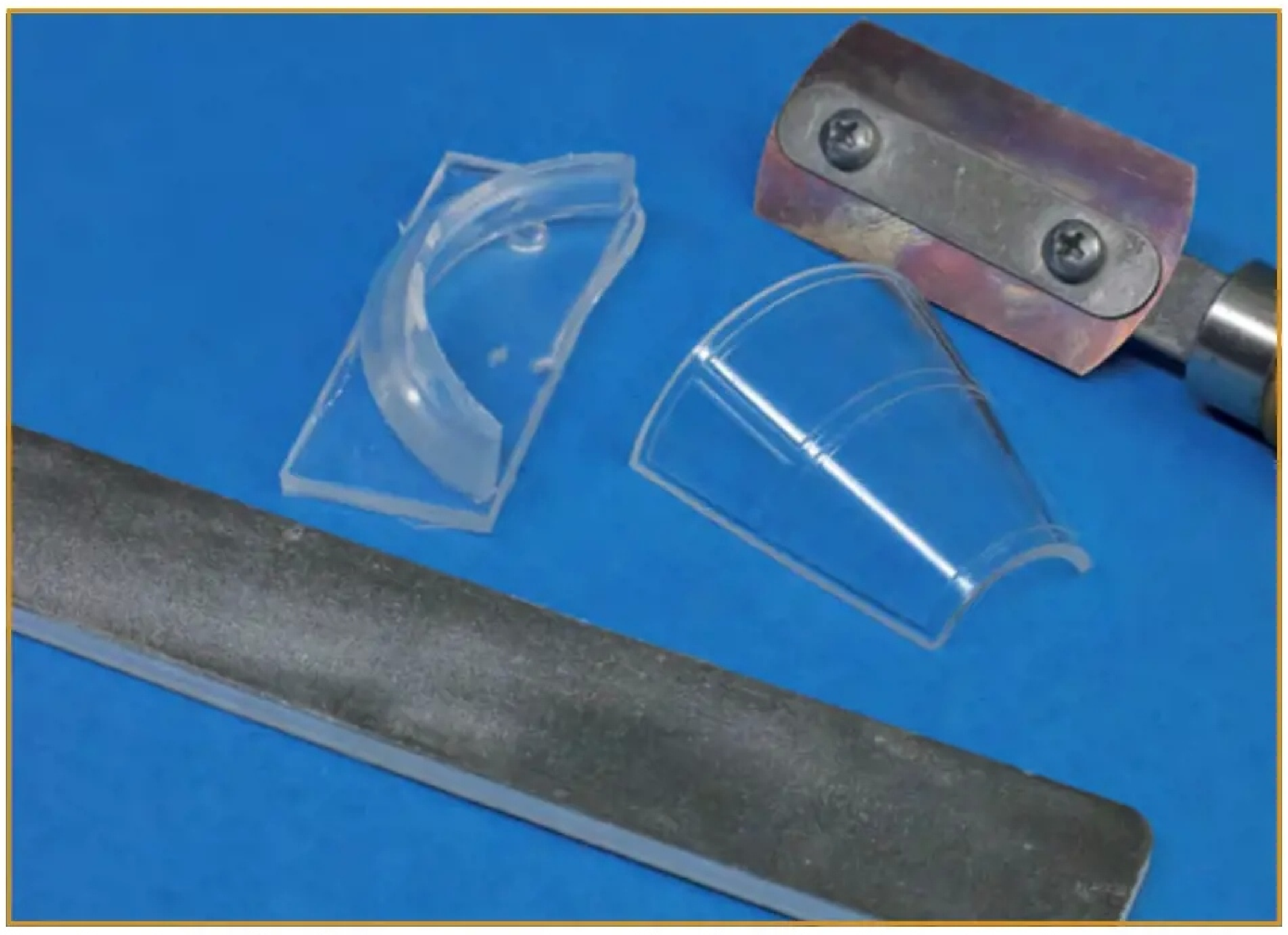
The model requires 60 grammes of weight to balance it on its undercarriage. That being so, I dammed the front fuselage ring with plasticard to hold the weight needed. An Olfa cutter was used to create the circular part seen here.

Liquid Gravity was mixed with epoxy glue and then poured into the trough in the fuselage ring. Once dry, the ring could be carefully glued in place with superglue. As this point the model became a very heavy little replica!

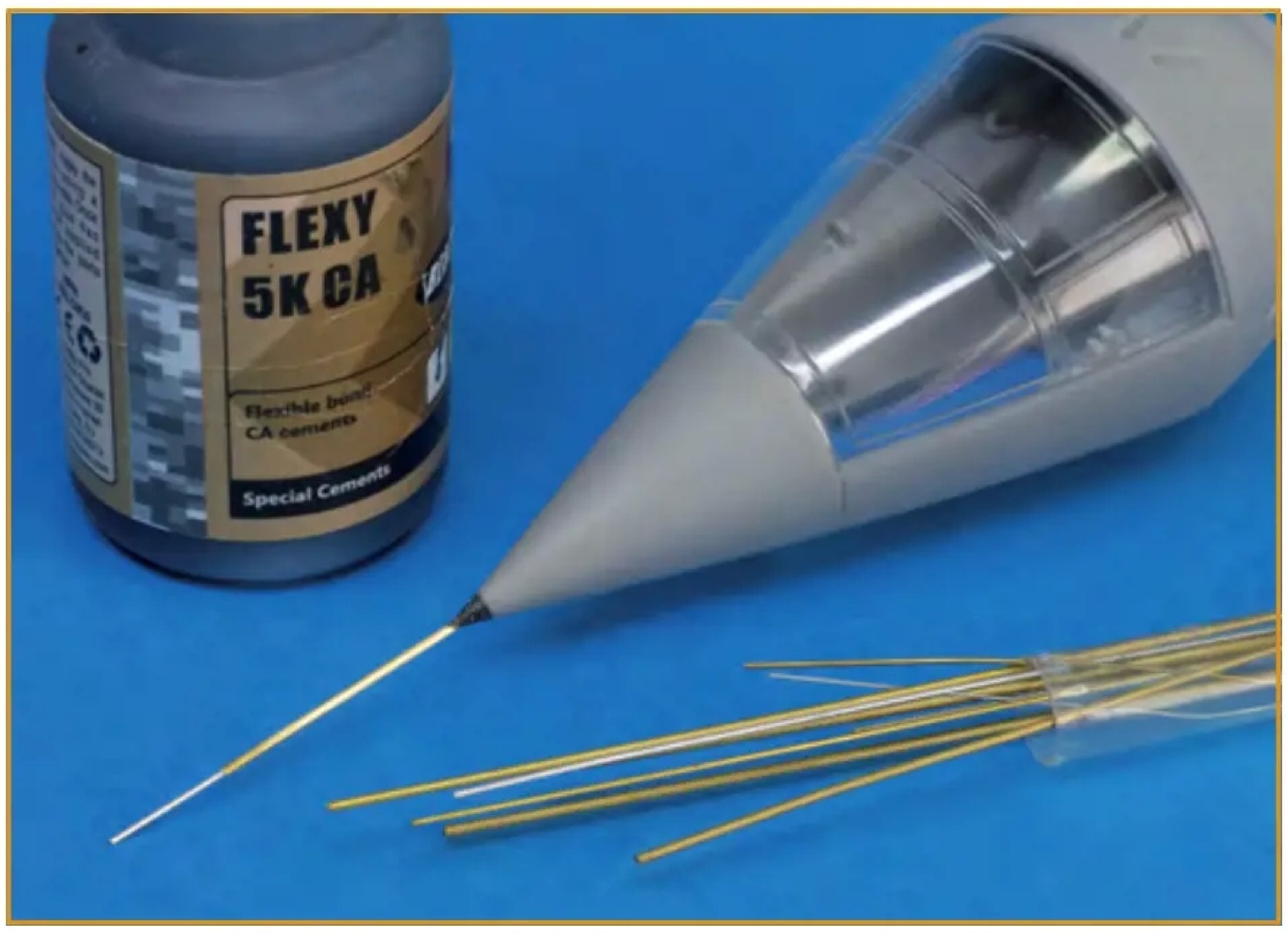
A minor gap was present between the front ring and the fuselage mid section. This was dealt with using Mr. Surfacer 500, sanded smooth with Infini sanding pads.

Mr. Surfacer was also used to deal with gaps between the fin and rear fuselage.

GodHand's superb sand paper was used throughout this build to create a smooth surface ready for painting.



The ultra-clear cast resin canopy was removed from its casting block using a fine razor saw. Once cleaned up the fit of this part was very accurate, needing no glue at all to keep it in place during final assembly.



The printed pitot tube was replaced with Albion Alloys brass tube, faired-in with superglue and talcum powder.

THAT YELLOW COLOUR SCHEME…

The instructions suggest an overall yellow finish as one of their options, the other being in natural metal. Given how many aircraft I'd built in metal and how few I'd tackled in yellow, I decided to go for the latter option this time around. Studying the instructions the scheme was rather plain in just yellow, so I decided to add some trim, initially black, then blue, that I felt would create a more interesting finish. As the aircraft was never completed I had plenty of leeway when it came to the paintwork, so I planned to have some fun with it!

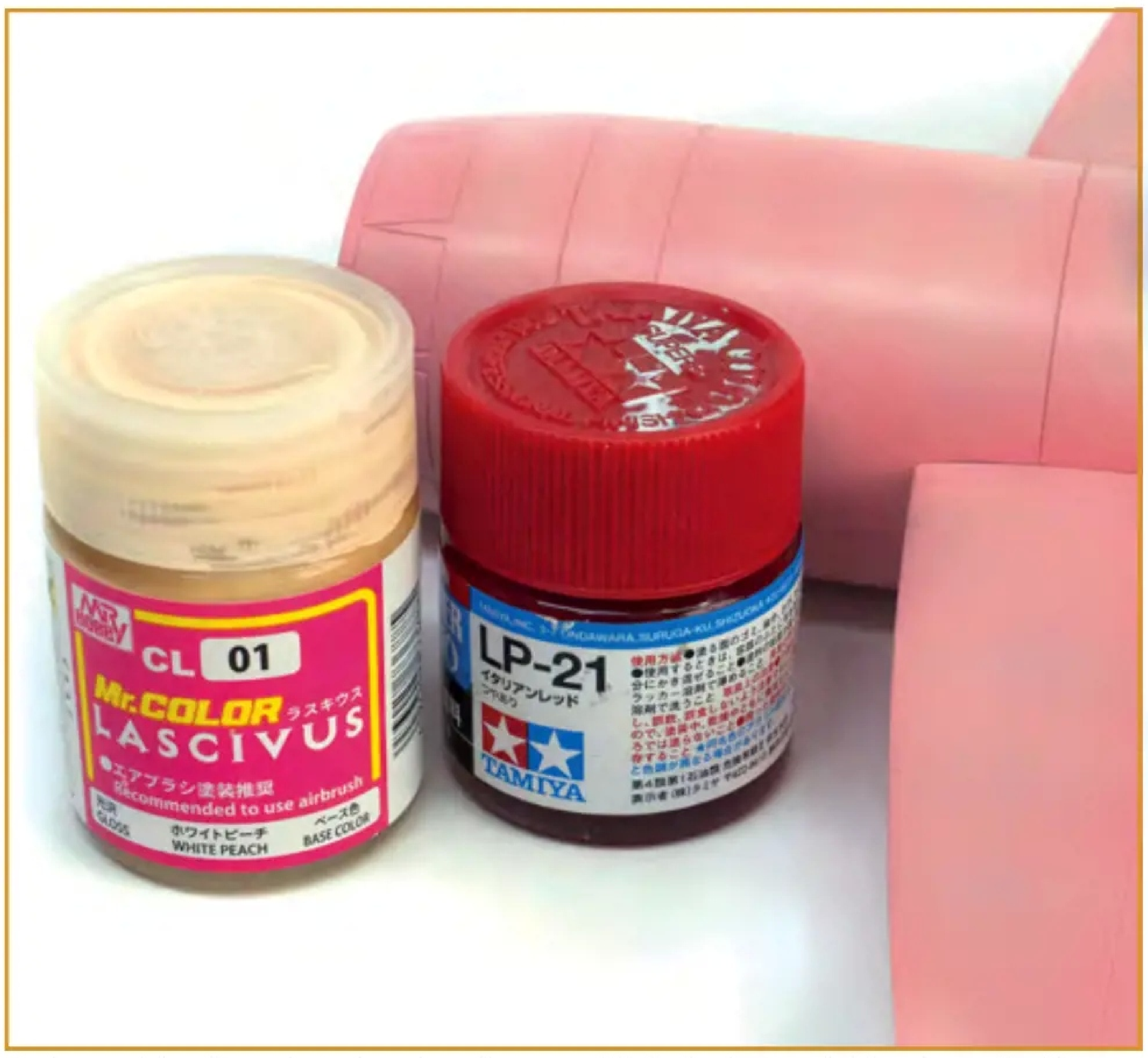
And so onto that yellow finish…

As with everything that I paint, I spent more of my time wondering how to do it than I did, well, doing it. None of it should be difficult I told myself and yet I considered the upcoming process at length, tea and biscuits in no way helping me to make any kind of decision, one way or another.

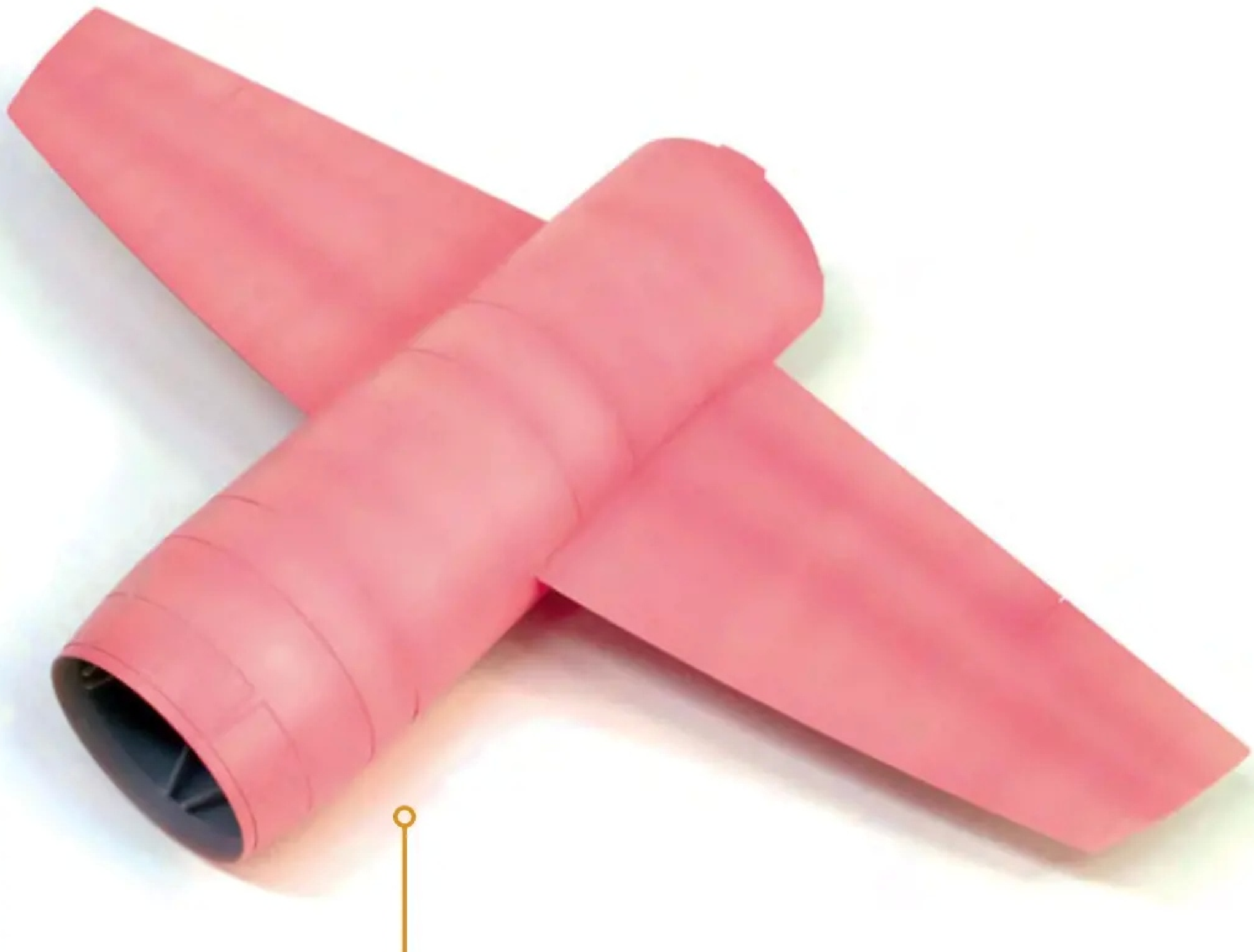
The biggest hurdle over which I needed to leap, was the underlying primer. A simple approach would have been to blast the whole thing with white primer and then spray a few layers of yellow over that. Easy peasy, right? That would have been great had I wanted a single-colour, single-tone finish, but I was looking for something more interesting. And then my memory kicked into gear and I remembered someone suggesting pink as the perfect primer for yellow. Time to play with that idea…

At first I considered using Tamiya Flesh as a primer, but had none. Instead, I figured I could mix a pale pink from white and red, an idea that I persisted with until I found a bottle of Gunze Sangyo LASCIVUS White Peach in the paint box. A perfect pale pink colour, this would be ideal for a base layer and would I figured, allow some shading if I added a few drops of red here and there. Paint in hand, I set to work.

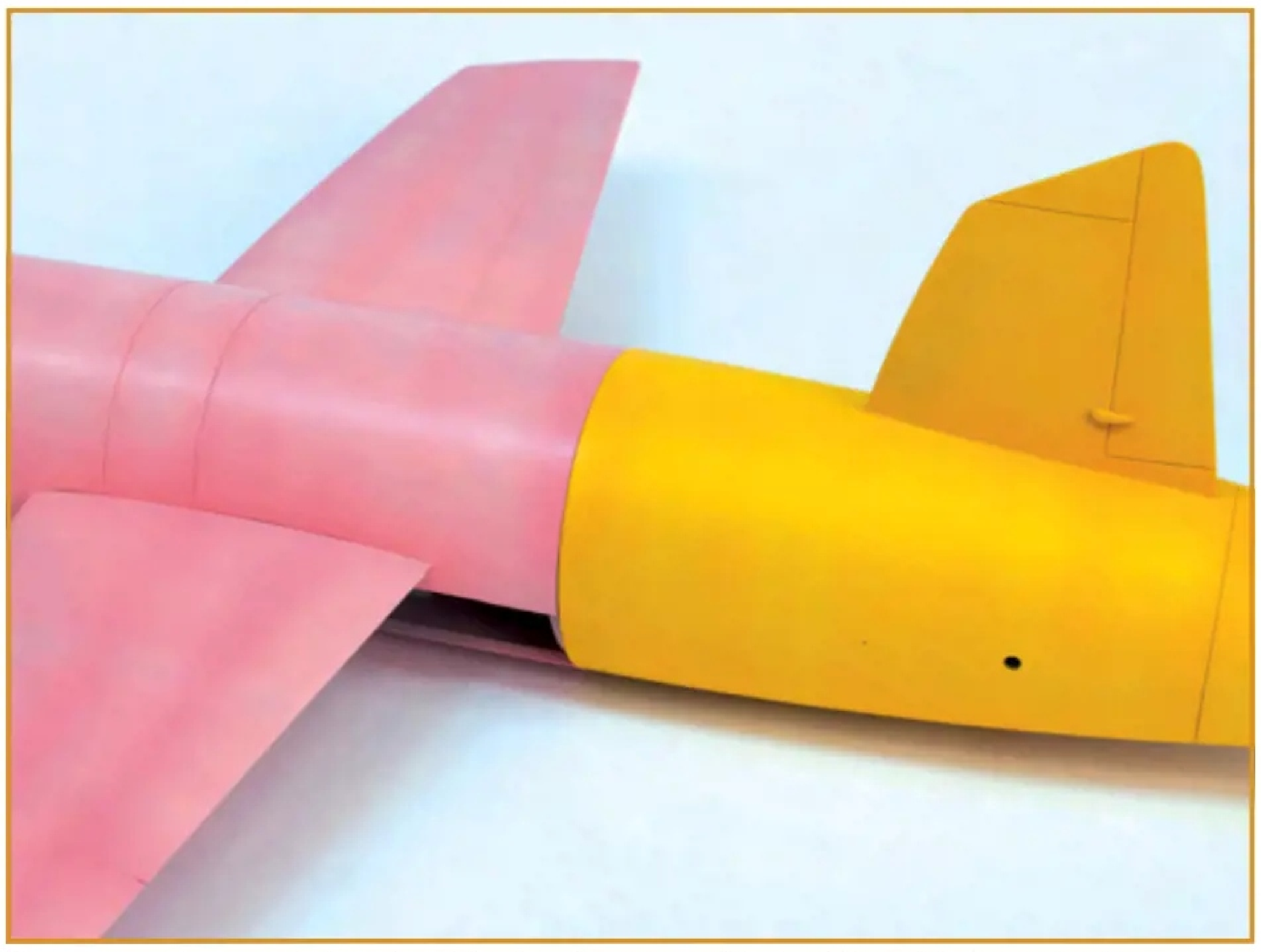
The resulting model was perhaps the single most preposterous I have ever painted, at least until I added the yellow. I have never painted an overall pink finish and honestly, I'm not sure I want to again! It made me a little nauseous truth be told, though I appreciate that could have been the smell of the LASCIVUS, which had a most pungent odour straight from the bottle. Still, there it was all pretty in pink. I just hoped that several hours of work would result in the yellow finish I was looking for once that colour had been sprayed in place. For a while I had no idea if that would be the case so I crossed my fingers, took a deep breath and set to work once more… ▶



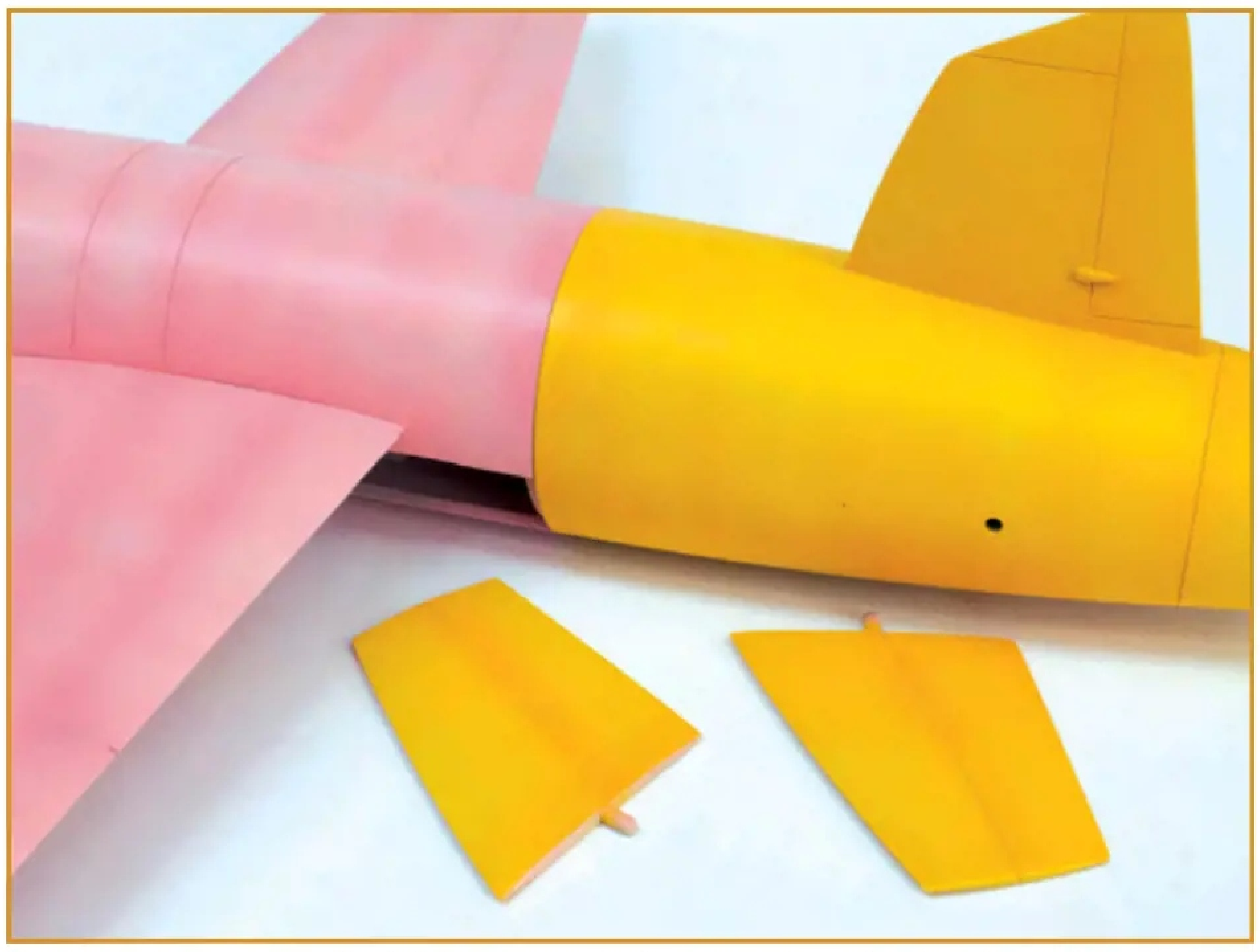
Having read that the perfect primer for yellow was pink, I mixed up a suitable colour using Mr. Color LASCIVUS White Peach and Tamiya LP21 Italian Red. Having sprayed several thin layers of this colour over the model, a few more drops of red were added to the mix to create a darker shade that was used to add a subtle layer of pre-shading, that being seen in place in this shot.



Here is the mid-section of the fuselage in its primer. Once dry, the primer was finessed with Micromesh to create an ultra-smooth finish.



Compare and contrast: the primed front end, compared to the fully painted rear fuselage.



For no particular reason, the tailplanes were kept as separate parts. I had thought about deflecting them slightly to reflect their all-moving construction, but in the end fixed them to the rear fuselage in a neutral position.

◀ Looking back, this was one of those moments when some form of experimentation might have come in handy if only to calm my frayed nerves. As I'm not big on such things (often choosing to learn on the fly, which as you might imagine has gotten me into some hot water over the years when seemingly good ideas have results in less that optimal results) I chose run headlong at the finish, airbrush in hand, cup filled with yellow acrylic paint. Thankfully, I'm pleased to say that the results were indeed, optimal. Though I have little in the way of previous models to compare this one to, I was more than happy to see a lovely yellow finish exhibit plenty of tonal variations that I hoped in turn, make the model just a little more interesting than one finished in a single uniform layer of bright yellow.

And boy, was it easy.

The yellow was applied in simple thin layers. The paint, thinned with around 50% Tamiya Lacquer Thinner, laid flawlessly over the pink primer creating a wonderfully saturated finish with ease, something I never thought possible with such a translucent colour. Whereas the pink took some time to apply, the yellow was in place within a matter of minutes - I could hardly believe my eyes!

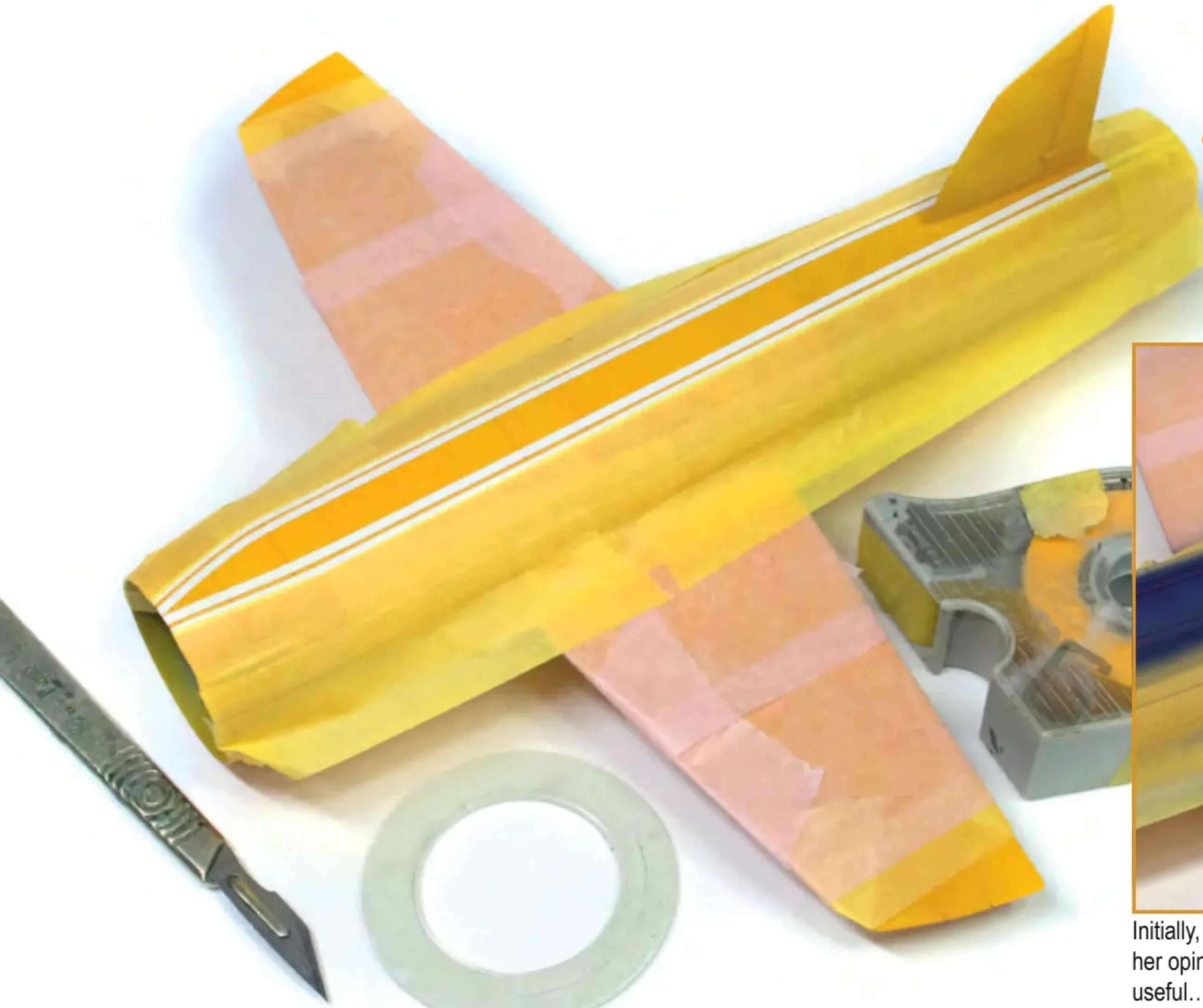
If you are hoping to paint a yellow machine, give these ideas a try. The pink lays down really easily over most colours, being nowhere near as translucent as the yellow. Once in place, you will have the perfect primer for your chosen yellow colour. Though I used a bright yellow for this model, I'm sure that any tone or hue would benefit from the steps outlined here, including unsaturated shades such as desert yellow. Give it a go! ▶

WATER BASED ACRYLIC PAINT
AQUEOUS
HOBBY COLOR
Mr. HOBBY
H413
RLM04 YELLOW

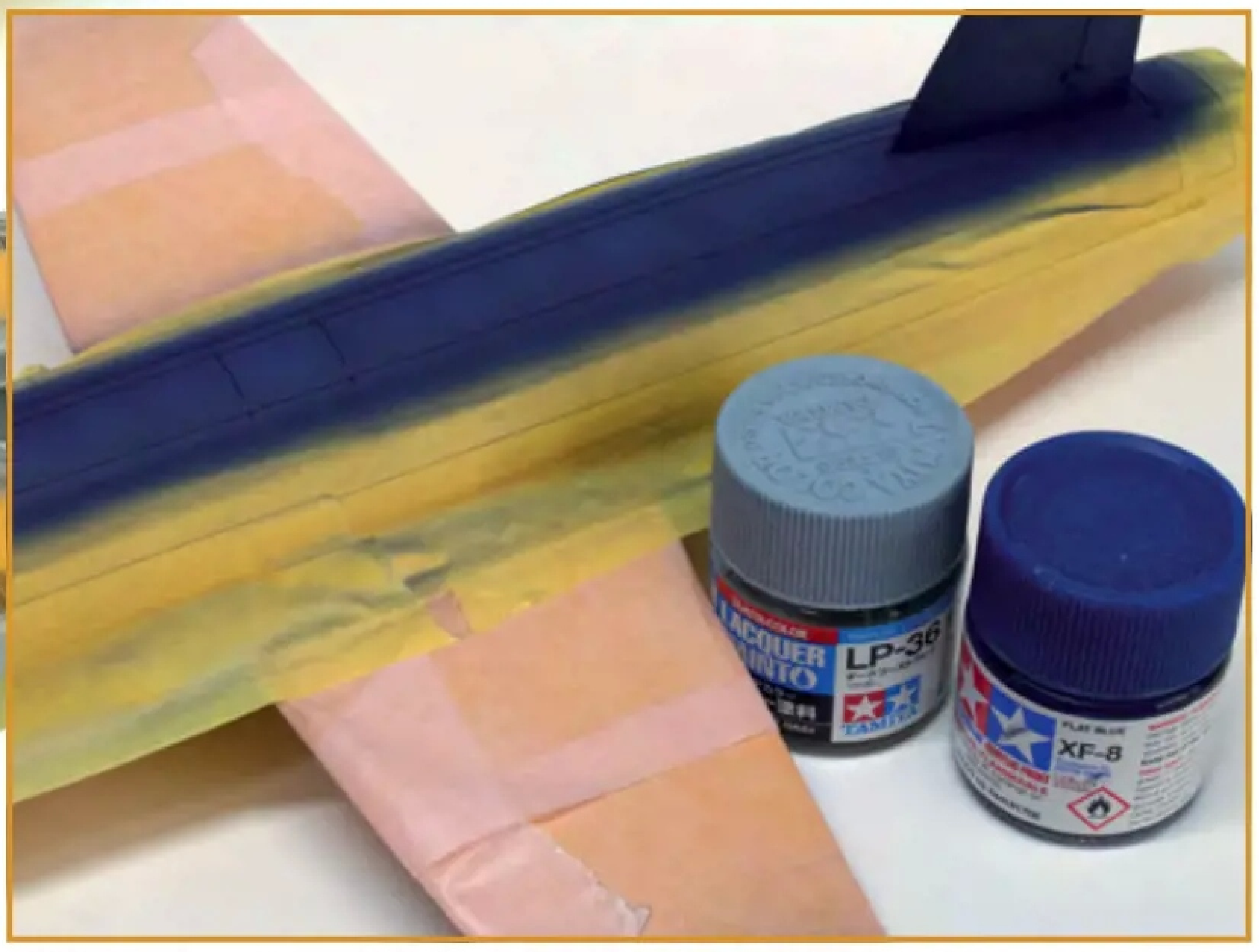
The yellow was a very simple colour to apply, several thin coats of Mr. Hobby RLM Gelb being used to create the vibrant finish you see in this shot.

HOBBY COLOR
RLM04 YELLOW
LACQUER PAINT

All of the model's sub-assemblies have been painted and left to dry. I was really concerned that painting this finish would be difficult but thanks to that underlying pink primer, it was anything but.



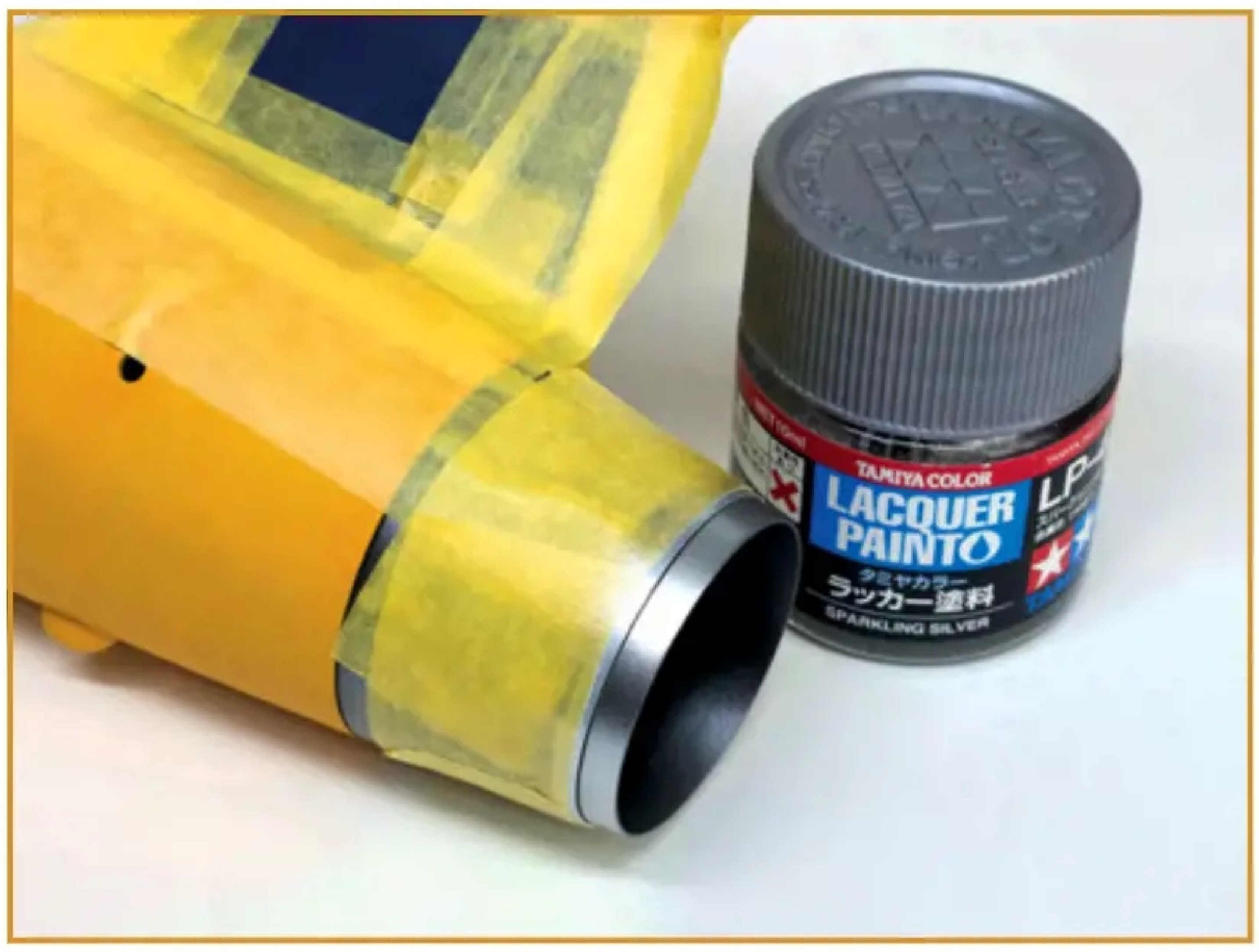
Though I liked the overall yellow scheme, I couldn't shake the idea that more colour would not only help in creating a more interesting scheme, but in breaking up what is actually quite a portly shape. That being so, I grabbed some masking tape and set to work.



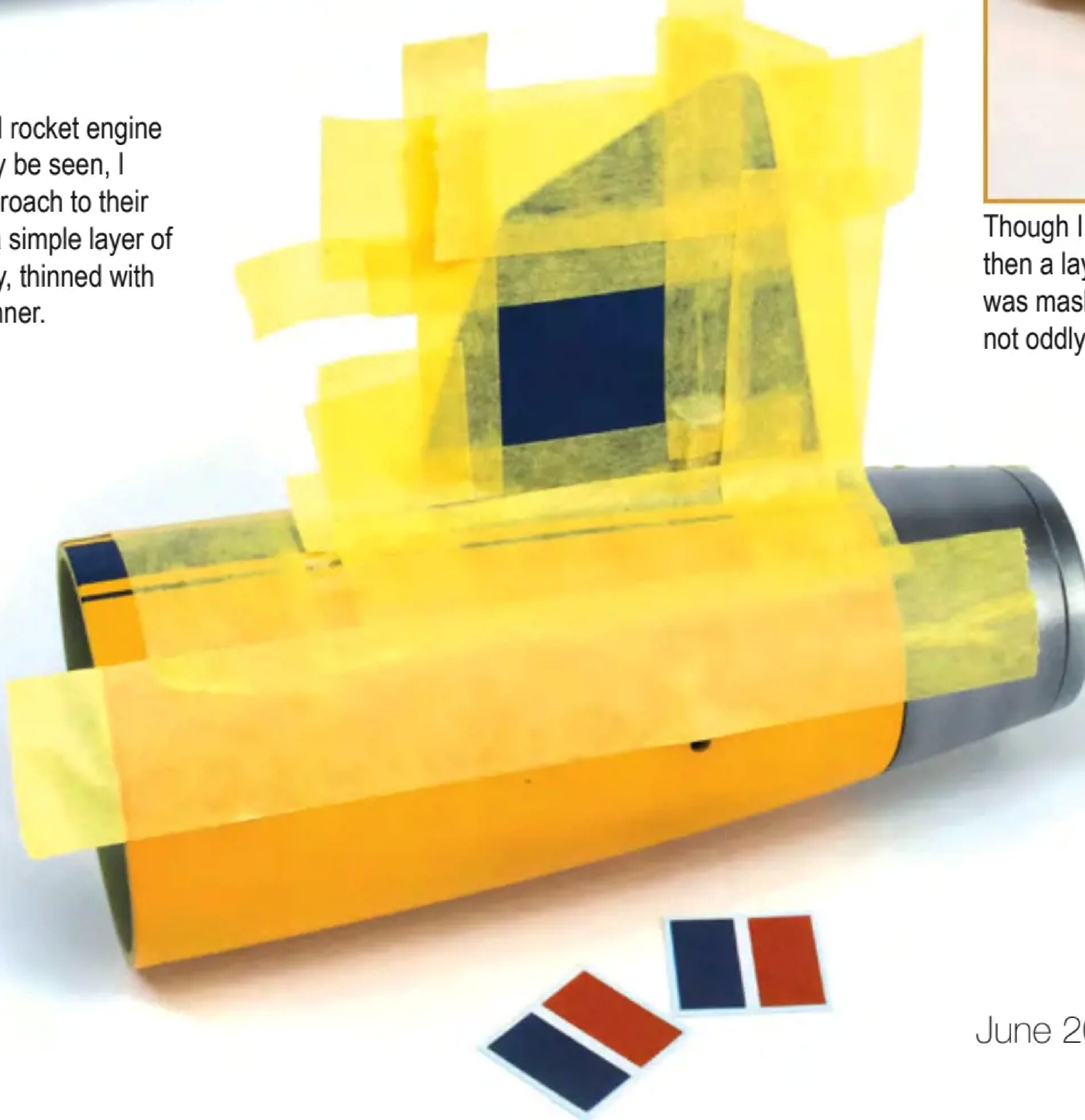
Initially, I planned to use black as the trim colour but after asking my wife for her opinion (something I do often when building models as another viewpoint is useful…) we went with blue instead. Tamiya Flat Blue, cut with a few drops of grey created a shade that was close enough to the printed roundel colours to pass muster, this being sprayed on in thin layers, the paint being diluted with Tamiya 'yellow cap' Lacquer Thinner.

METALLIC GREY
XF-56

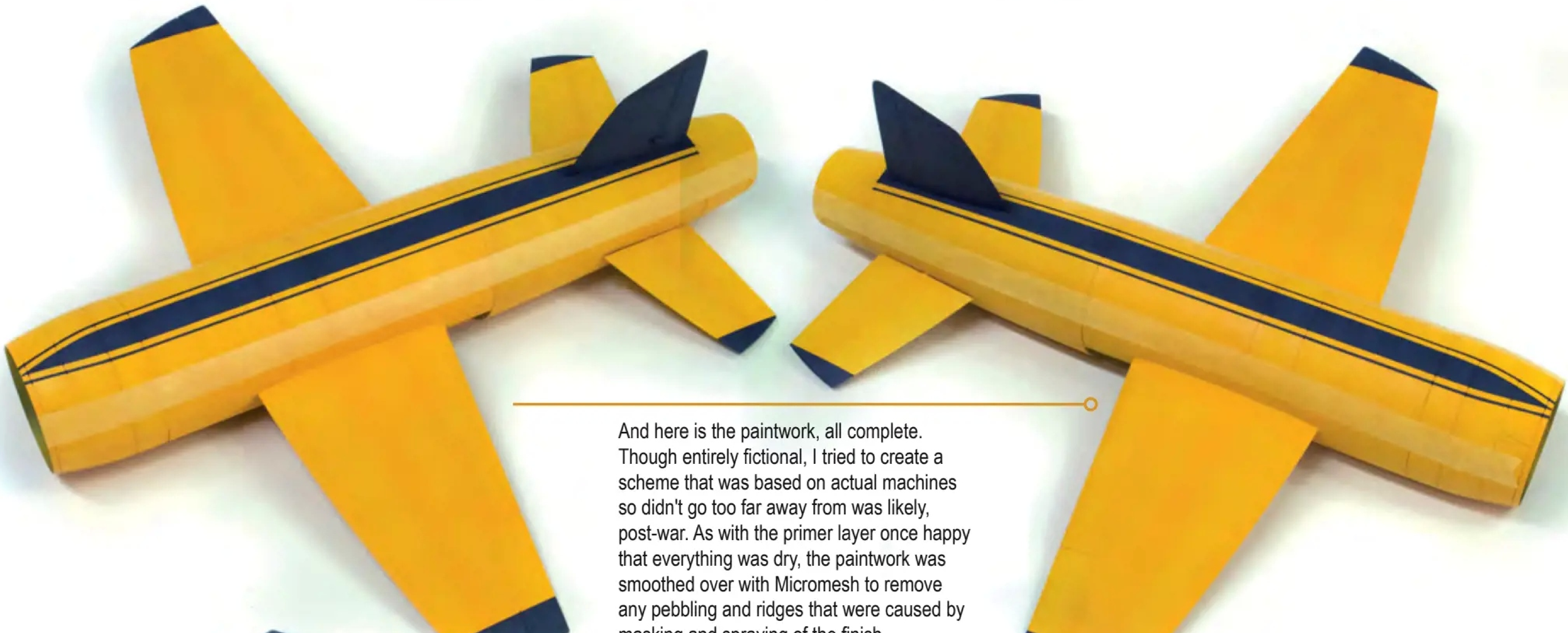
Because the internal rocket engine details couldn't really be seen, I took a simplistic approach to their painting, opting for a simple layer of Tamiya Metallic Grey, thinned with Mr. Color Rapid Thinner.



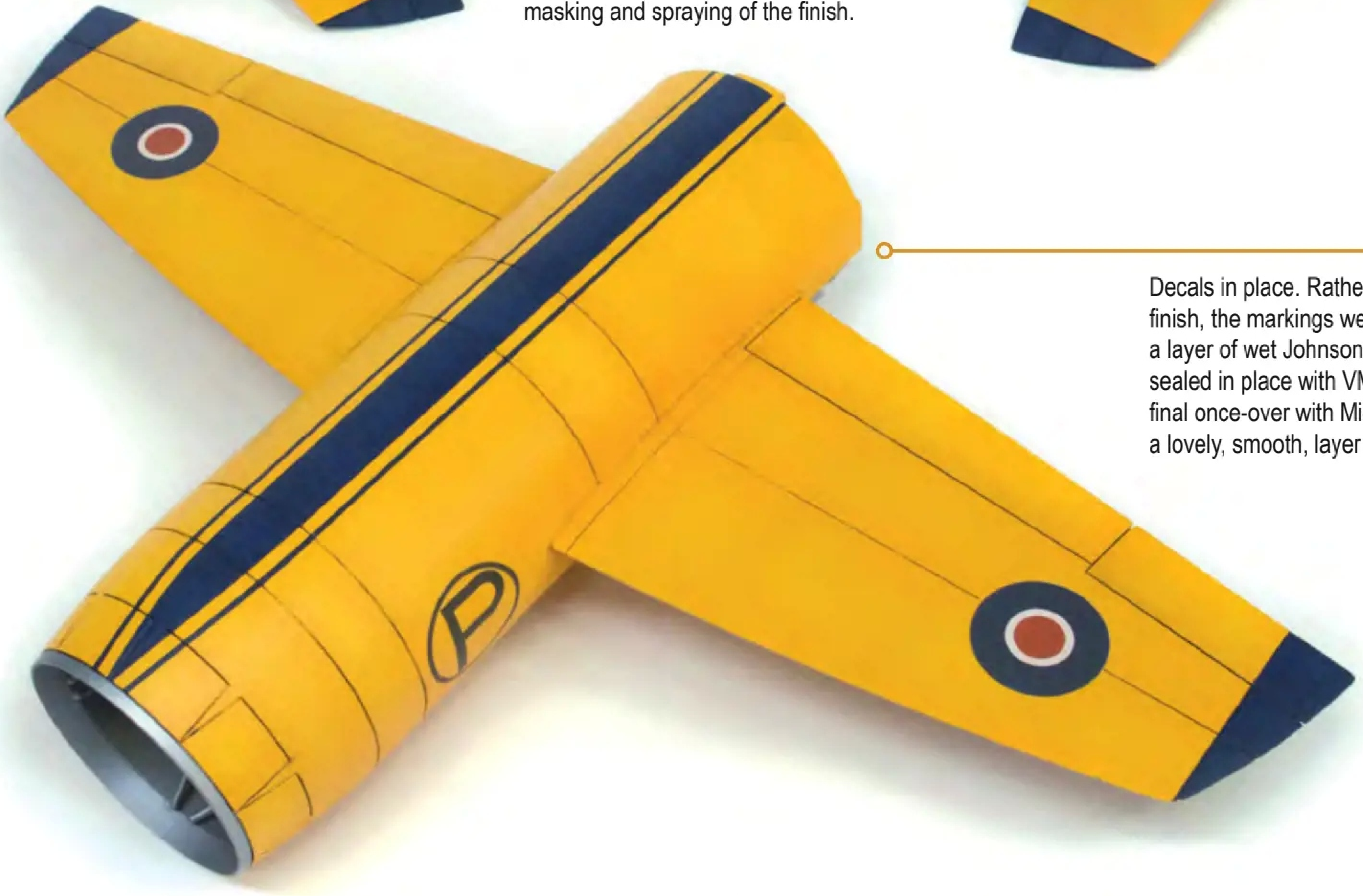
Though I forgot to photograph it, the jet pipe was sprayed with gloss black and then a layer of Mr. Color Super Metallic Super Stainless. Once dry, the outer rig was masked and airbrushed in a layer of Tamiya Sparkling Silver, their superb, if not oddly named, chrome paint.



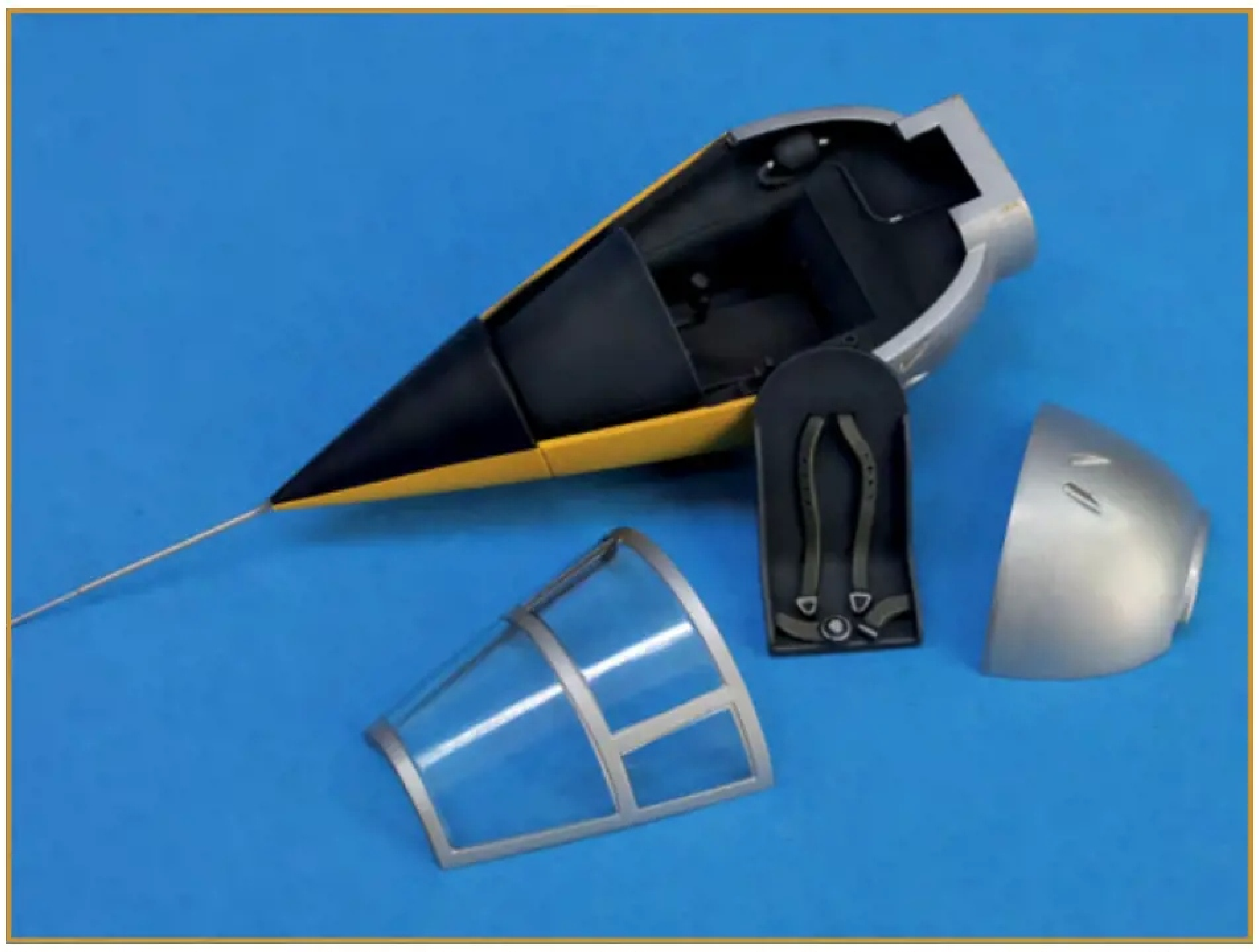
Having sprayed the fin with an identical colour to the national markings, I needed to create a white border around the fin flashes for them to stand out. Here the fin has been masked using the cut-out flashes to ensure that white panel was the correct size.



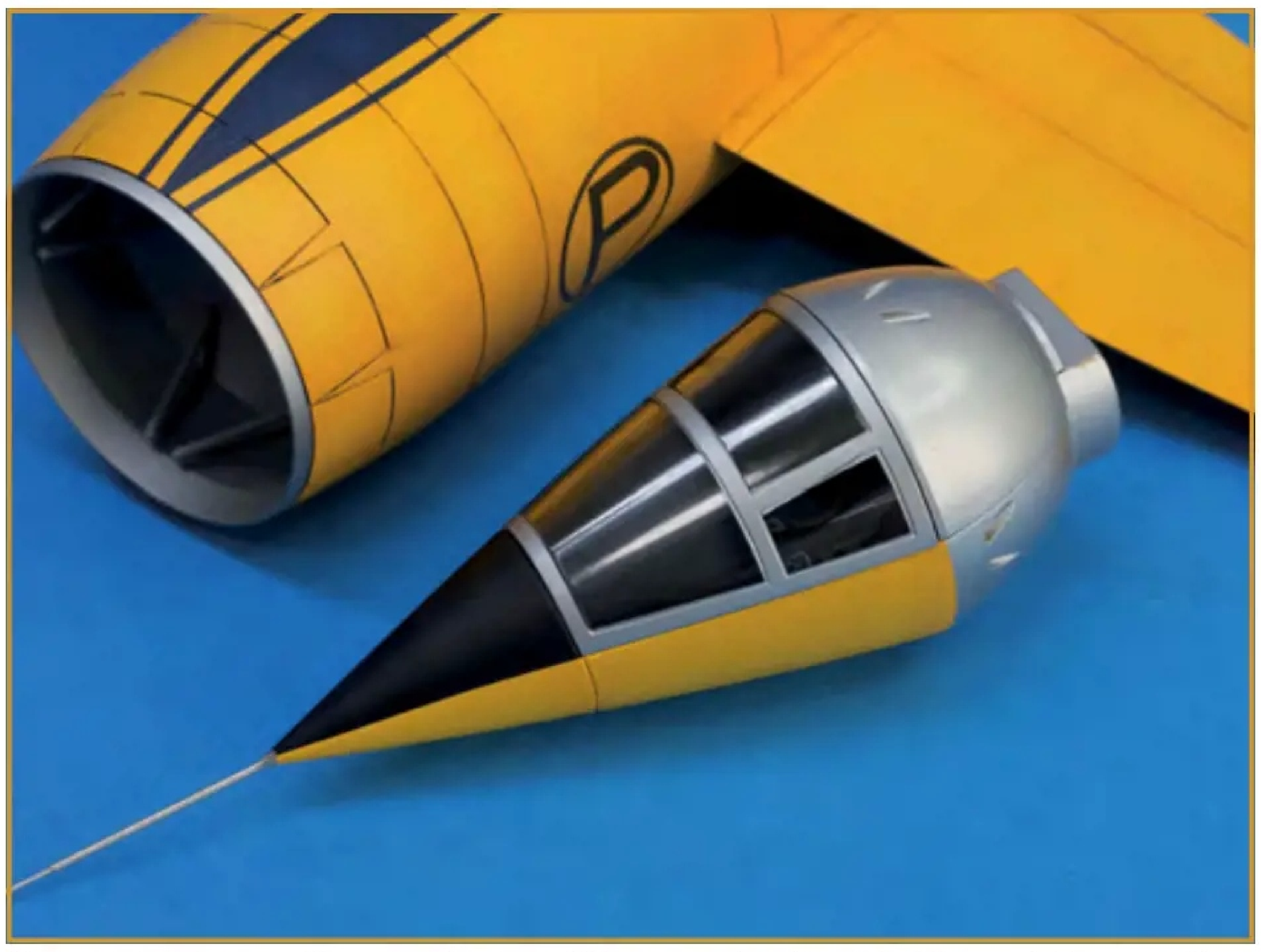
And here is the paintwork, all complete. Though entirely fictional, I tried to create a scheme that was based on actual machines so didn't go too far away from was likely, post-war. As with the primer layer once happy that everything was dry, the paintwork was smoothed over with Micromesh to remove any pebbling and ridges that were caused by masking and spraying of the finish.



Decals in place. Rather than gloss the finish, the markings were applied over a layer of wet Johnsons Klear and then sealed in place with VMS XXL Satin. A final once-over with Micromesh produced a lovely, smooth, layer of paint.



The nose 'egg' was masked and then the cockpit sprayed in black with cloudy German Grey highlights. Details were picked out with AK 3G acrylics. In order to further break up this part of the model, the canopy frame and rear bubble were sprayed with Tamiya AS-12 decanted and then thinned with lacquer thinner. An antiglare panel, masked and sprayed with Tamiya LP Semi-Gloss Black, completed the picture.



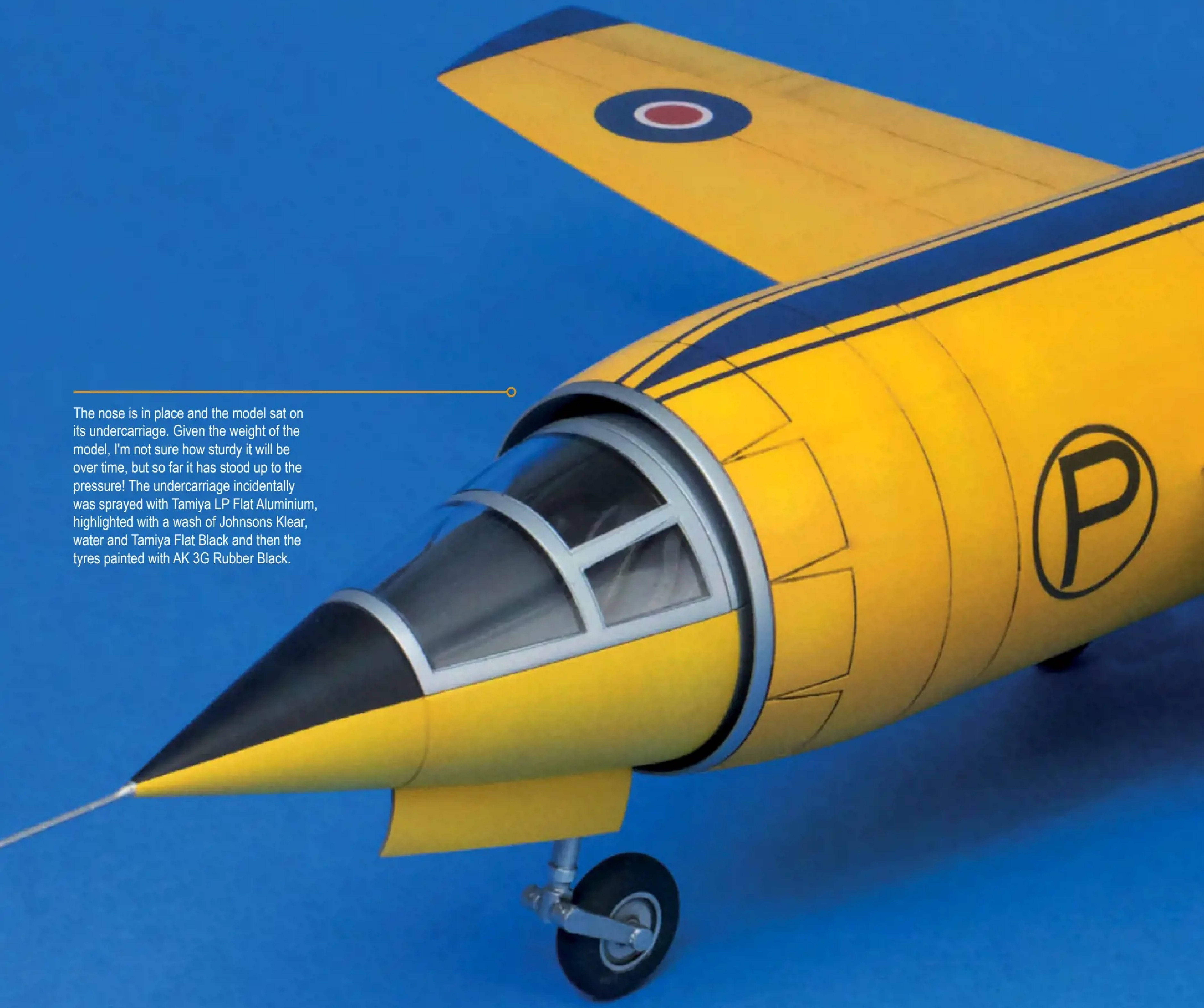
The completed nose with canopy in place. This was such a fun part of the model to assemble and paint!

The rear fuselage was glued to the centre section using the internal structures as anchors for the superglue that I used to join everything together. Thanks to the flat open front end it was easy to apply the glue and then sit it on its nose as the glue set.

I wasn't sure if I wanted the panel lines defined per se, so went with a thin brown wash that worked reasonably well with the yellow. Here is the broken model prior to final assembly.

FINAL THOUGHTS

Overall, I enjoyed this project and I'm happy to add another quirky footnote to my collection of aviation oddities. Given the sheer number of paper projects that emanated from the drawing boards of the UK's aircraft manufacturers following the end of the Second World War, I'm sure Aerocraft will not be short of subjects should they wish continue down this path. I for one look forward with anticipation to what they come up with next. ■



The nose is in place and the model sat on its undercarriage. Given the weight of the model, I'm not sure how sturdy it will be over time, but so far it has stood up to the pressure! The undercarriage incidentally was sprayed with Tamiya LP Flat Aluminium, highlighted with a wash of Johnsons Klear, water and Tamiya Flat Black and then the tyres painted with AK 3G Rubber Black.

U.52

U.52

P

> *“Although I knew little about this aircraft before building this kit, I was taken by the chance to build another esoteric prototype for my collection...”*

FAIREY GANNET WALK ARO

If ever there was a nation that was painfully aware of the effect of submarine warfare, it was Great Britain. Near the end of the Second World War, it was clearly recognized that a dedicated anti-submarine warfare aircraft was needed, and the Fairey Firefly was not capable of fulfilling that role.

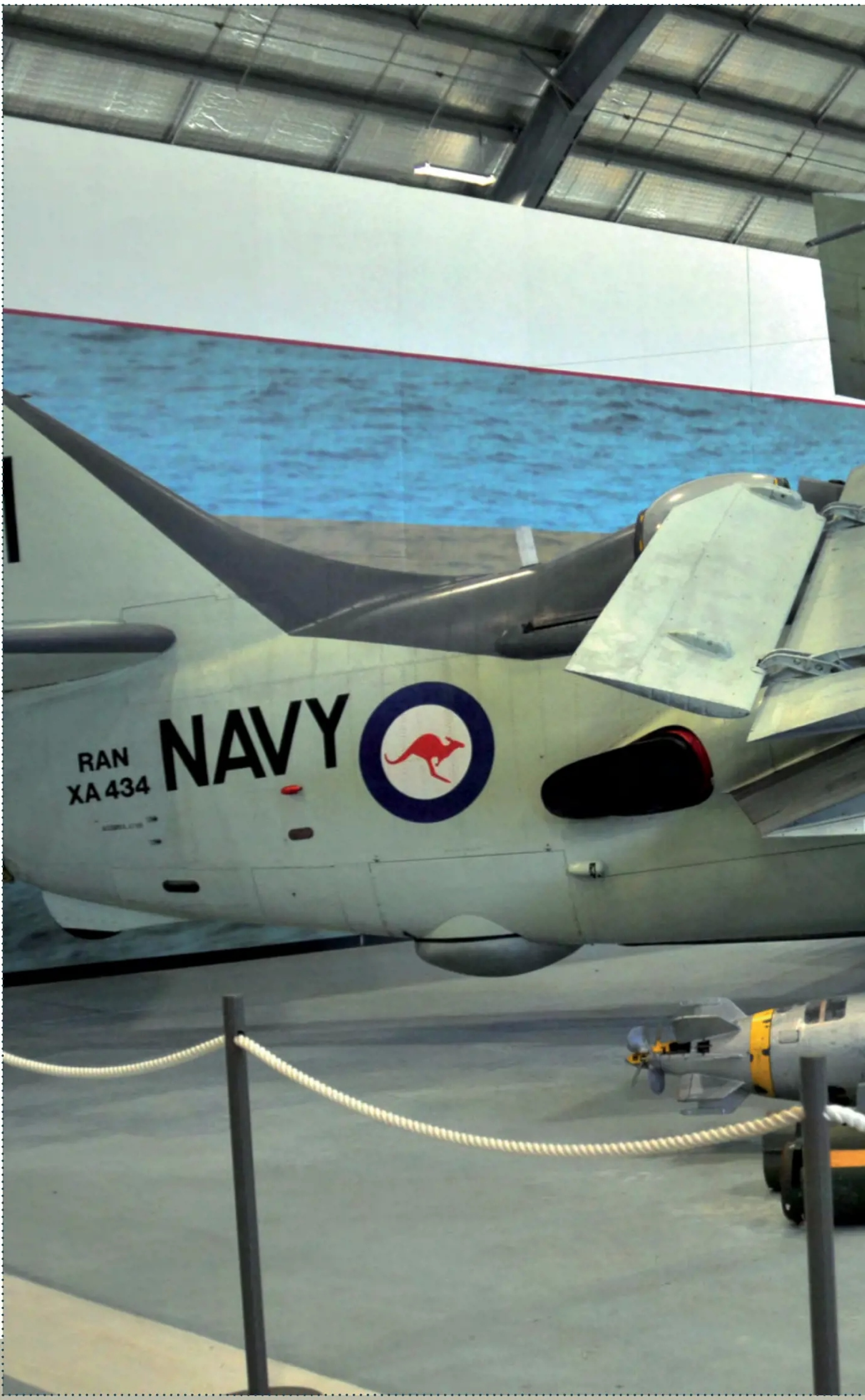
Specification GR. 175/45 was put out at the end of 1945 for a dedicated anti-submarine warfare aircraft that was also able to perform anti-shipping duties. Gr. 175/45 was also grounded in a technology that had been previously developed by Fairey, that was the use of two engines, each with its own crankshaft to power co-axially mounted, contra-rotating props. This had great advantage for carrier based aircraft in that there was the safety of two engines, rather than one; the engines could be mounted in the fuselage, rather than enlarging the wings to accommodate two propulsion units; and contra-rotating props eliminated the effect of propeller torque. Another advantage of such an arrangement was that one engine could be shut down to conserve fuel and extend flight time, an important factor in long-range anti-submarine patrols. With the improvements in turbo-engine design, the Armstrong Siddeley Mamba engine became the power plant of choice. When Fairey coupled two together for its proposed Type Q (the Gannet) it became known as the "Double Mamba".

Development of the Type Q began in 1946, but it was not until 19 June 1950 that the first Type Q actually engaged in flight deck trials on HMS Illustrious. On that date, the Type Q became the first turbo-prop aircraft to take-off and land on an aircraft carrier. Nearly another three years would go by until the first production Gannet AS. 1 made it debut in June 1953 and two more years until the gannet entered operational unit service with 826 Squadron in January 1955.

The AS.1 Gannet had a crew of three - pilot, observer and rearward facing radar operator. Its offensive weapons were carried in the weapons bay, which could accommodate various combinations of torpedoes, depth charges, sea mines, conventional high-explosive bombs and sonobuoys. Four mounting points under the centre section of each wing could be used for up to 24 unguided rockets.

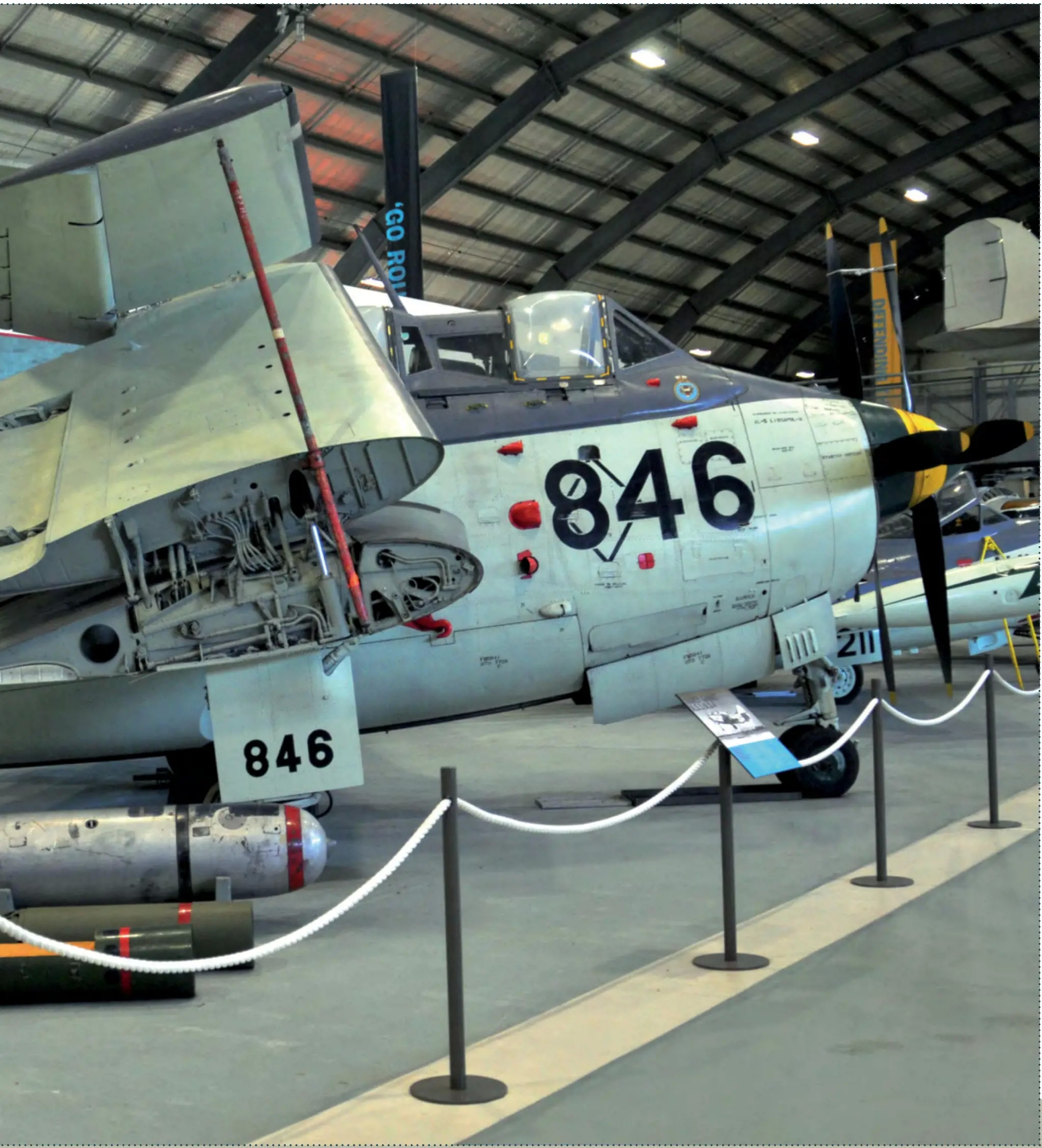
FAIREY GANNET WALK AROUND

The Editor spent some time in 2011 and late 2023 taking photos of the Royal Australian Navy FAA Museum's Fairey Gannet. ■



UND

The Editor takes a close look around the RAN's Fleet Air Arm Museum's Fairey Gannet on two occasions – 2011 and 2023.



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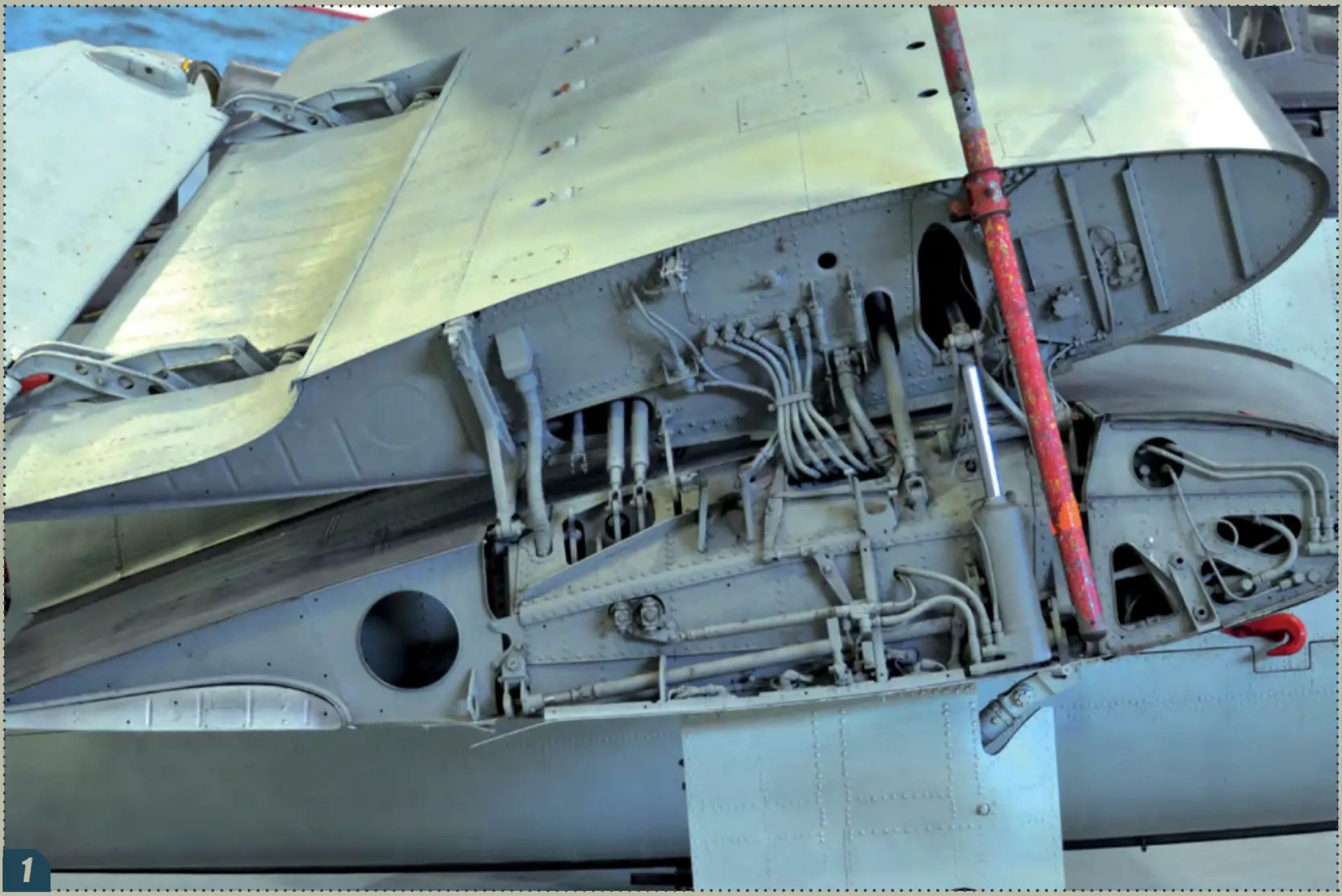
Fairey Gannet Walk Around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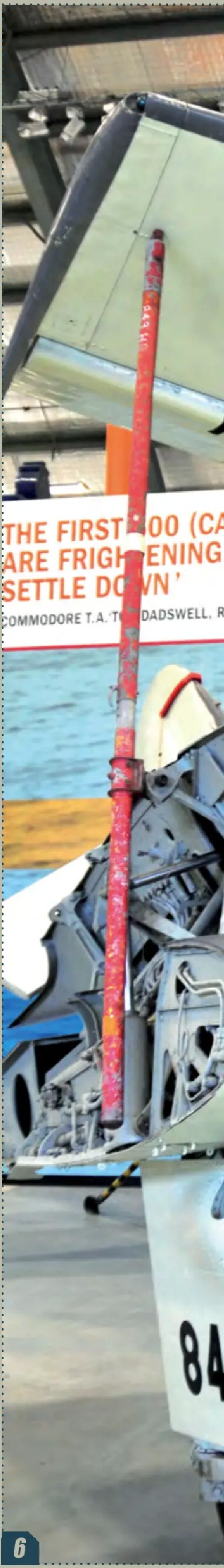
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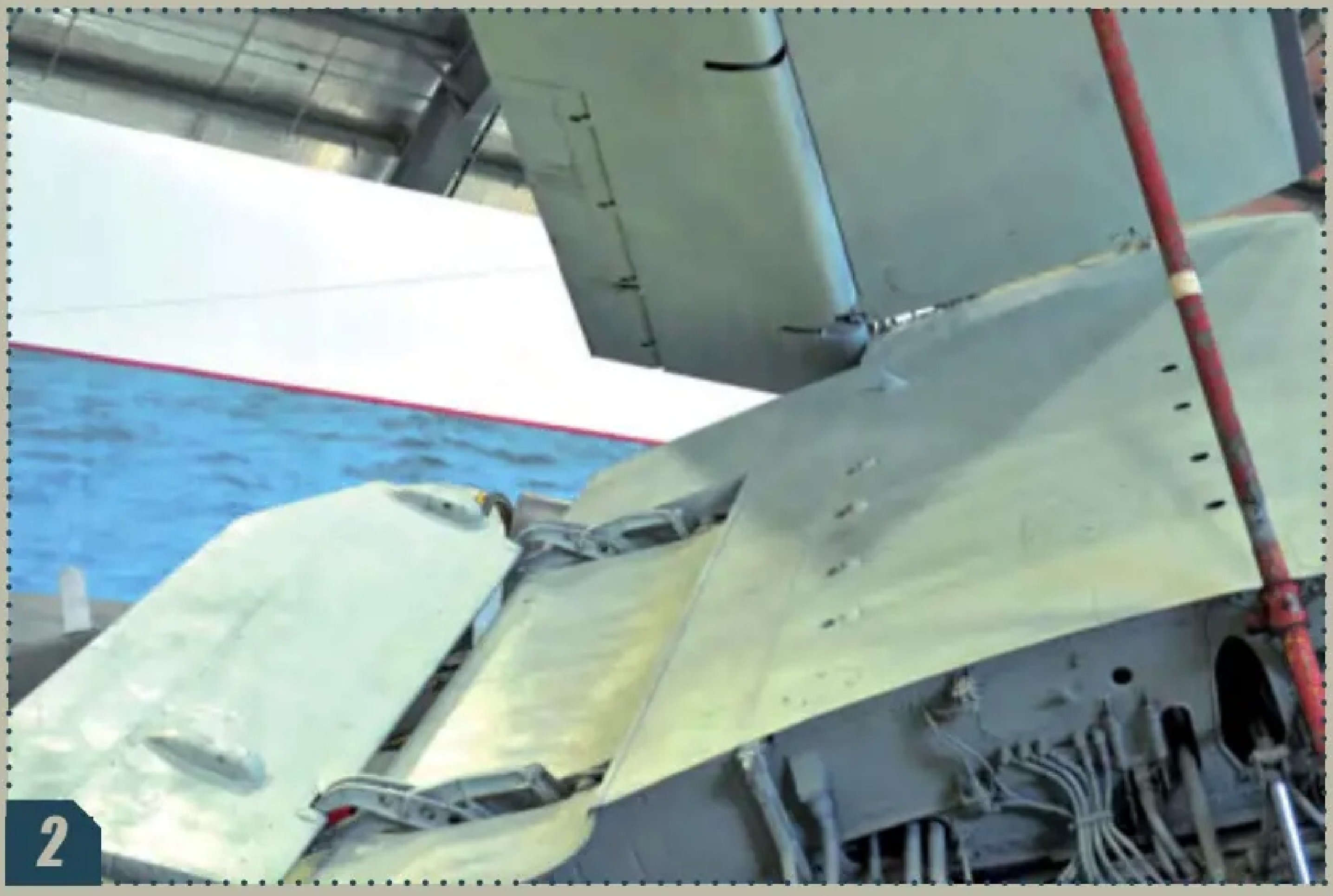
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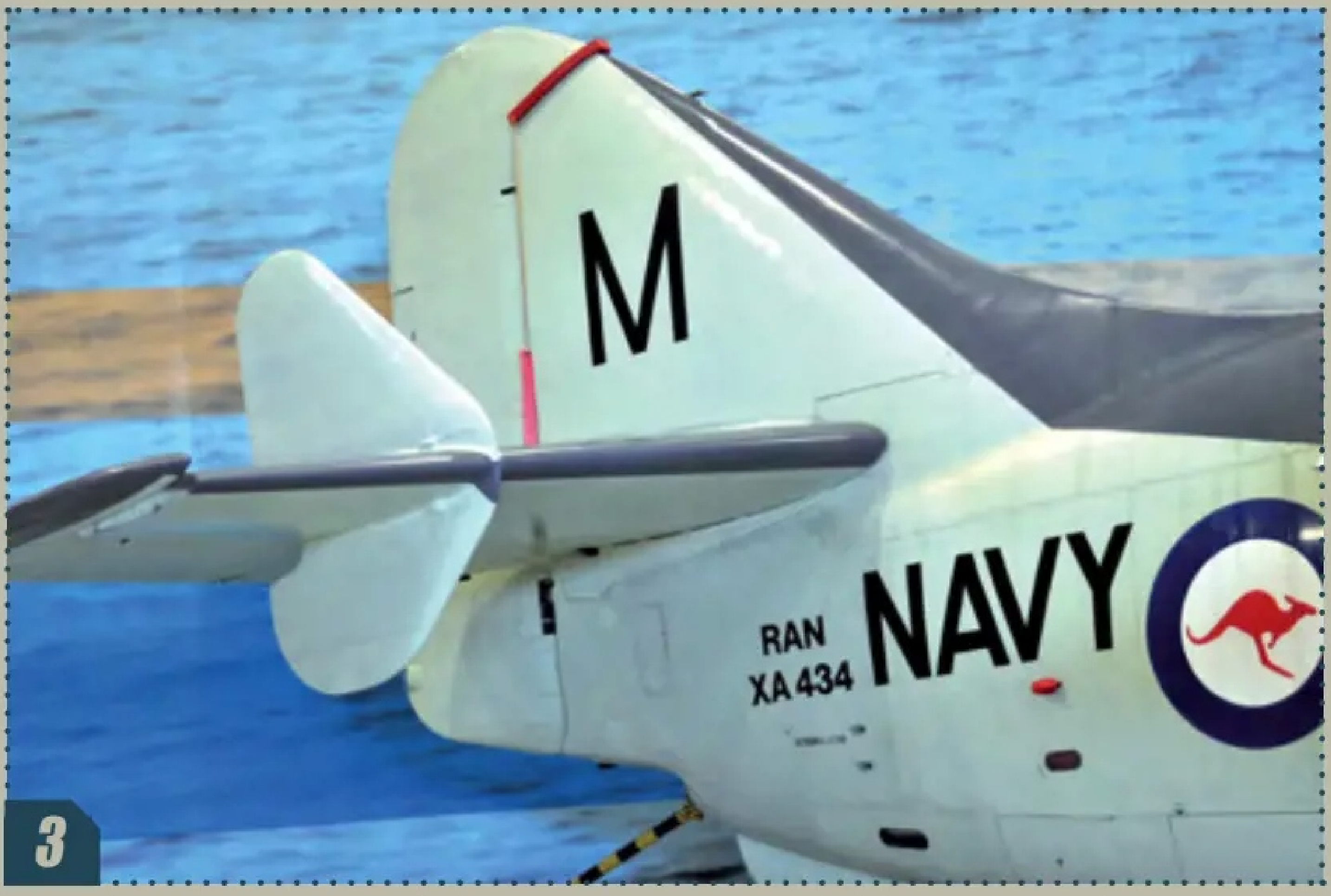
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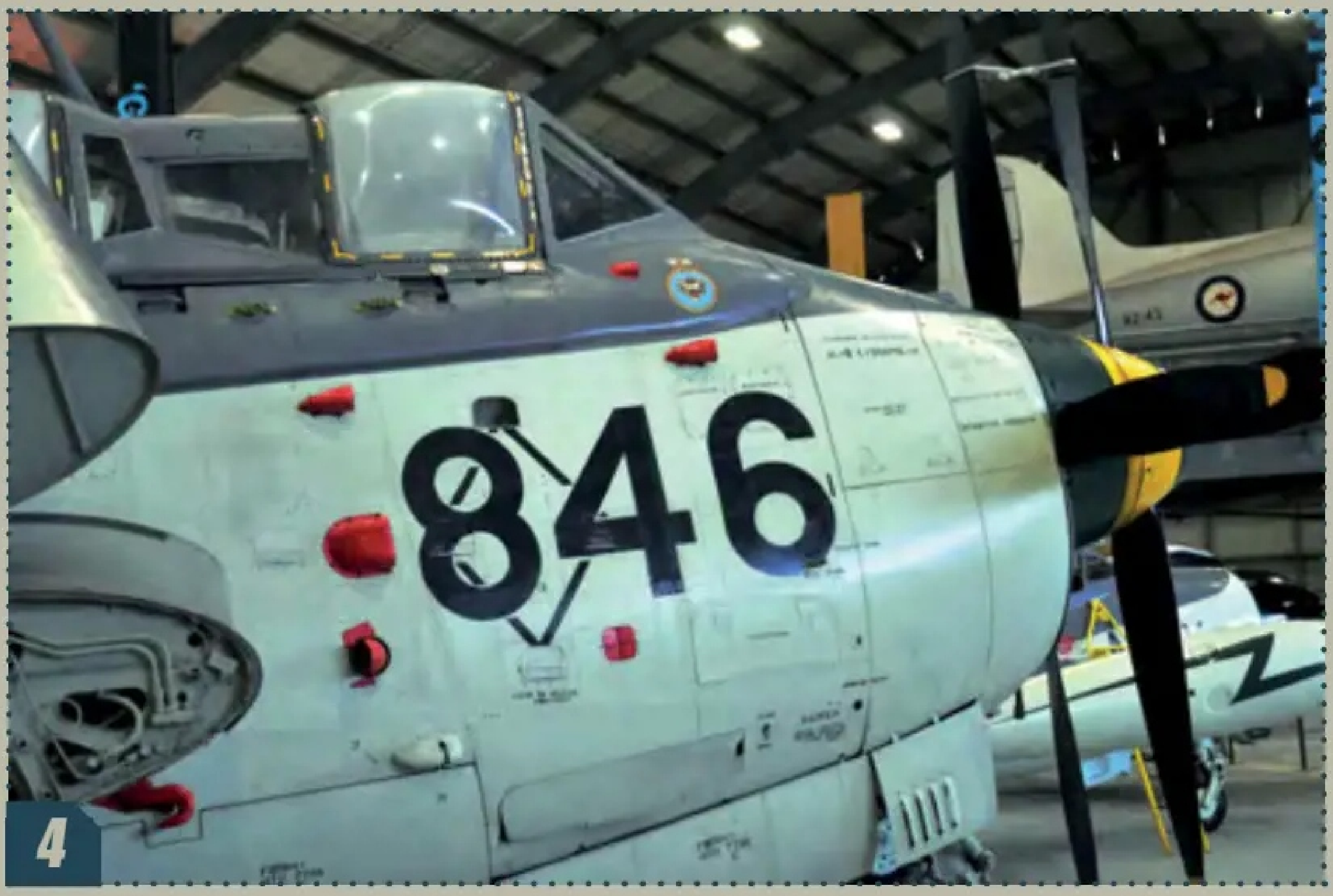
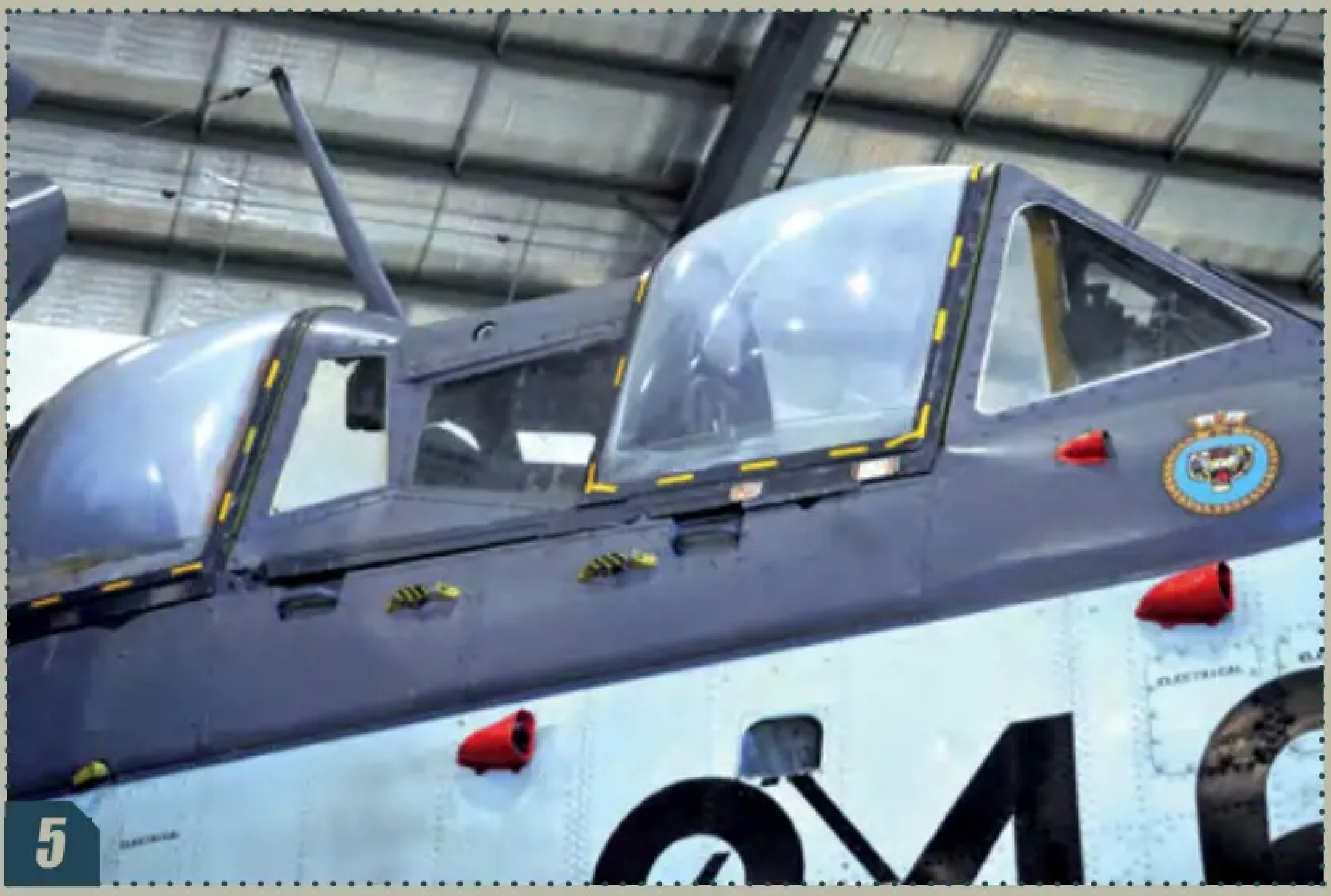
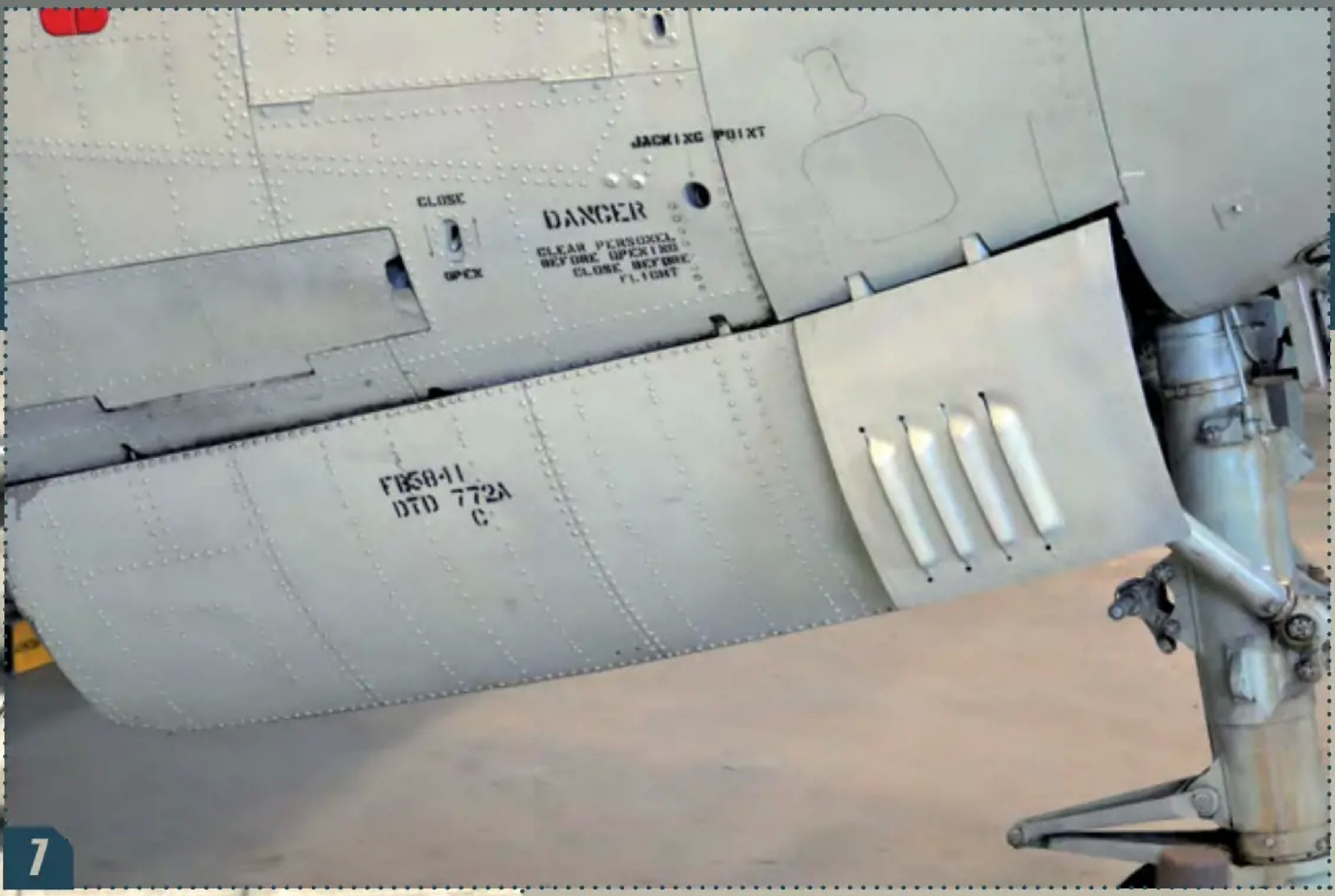
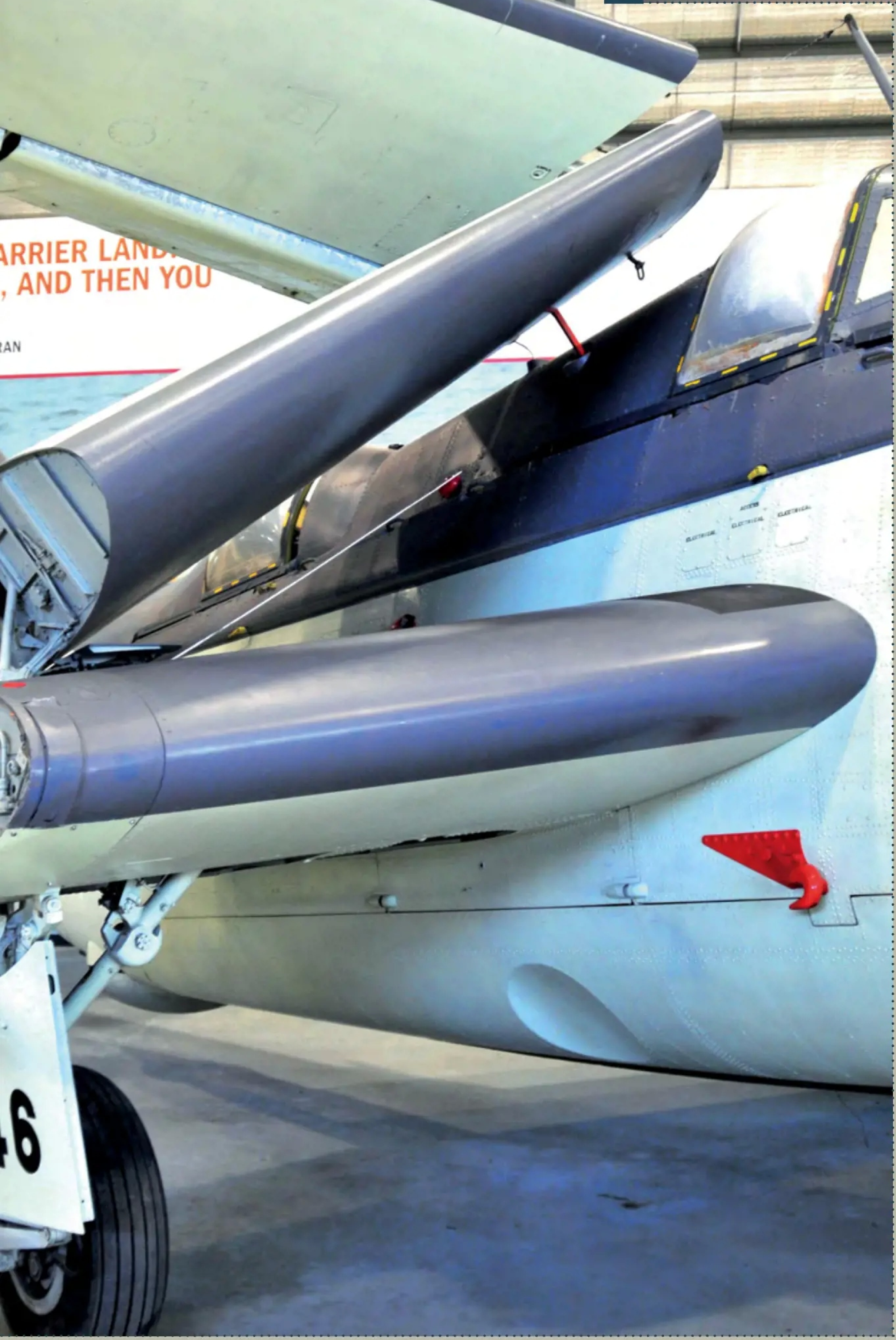


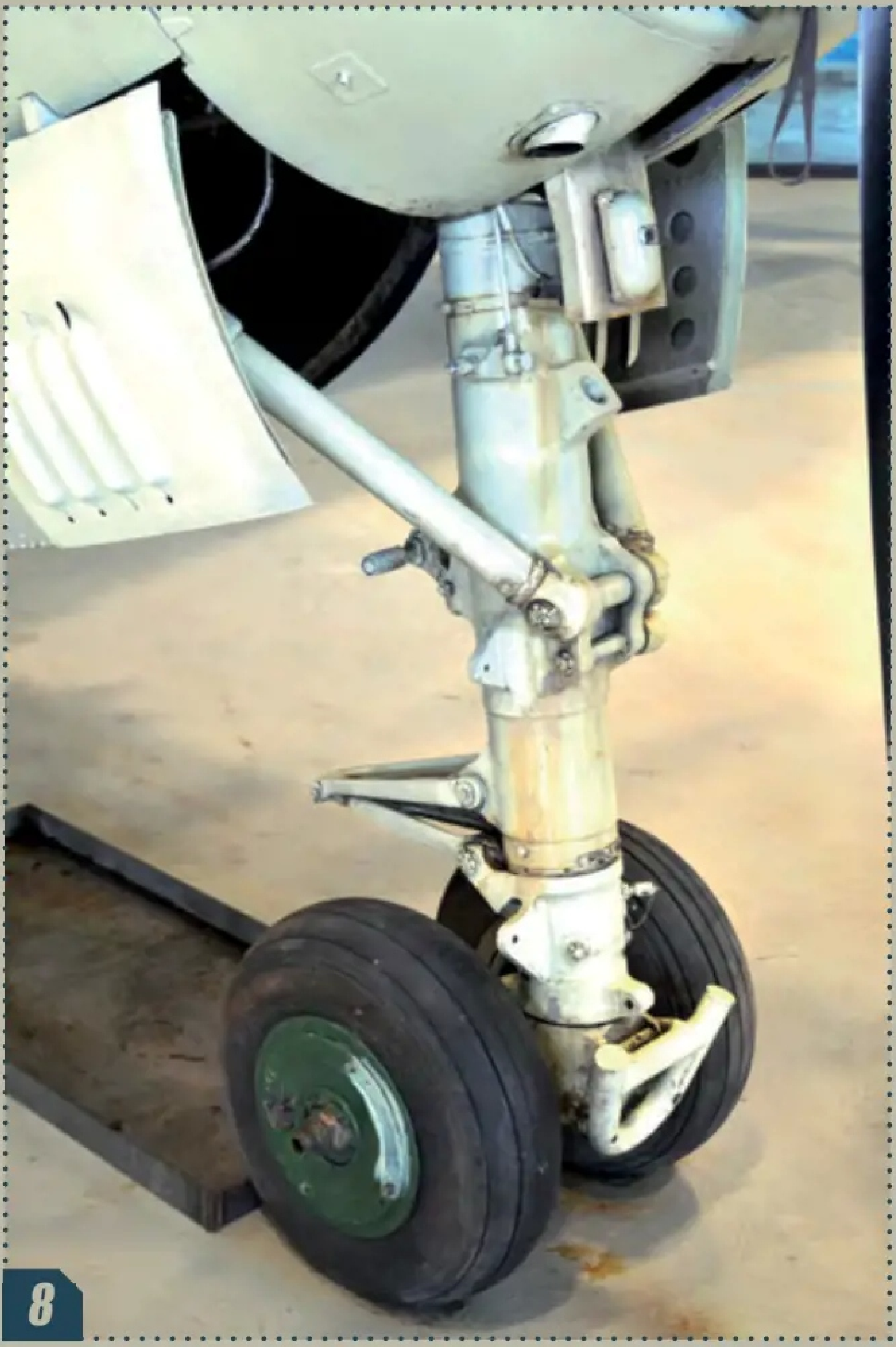

5

1. The busy wing fold of the FAA Museum's Fairet Gannet.
2. The multi-panel folded wing.
3. Note the fins on the horizontal stabilisers.
4. Plenty of stencils on the nose.
5. Canopy.
6. A front view of the starboard wing fold.
7. This photo shows the open starboard nose wheel bay door.
8. Note the nose wheel hub painted green on this side, depicting the starboard side.
9. The port side wheel hub is painted red.


JACKING POINT
CLOSE
OPEN
DANGER
CLEAR PERSONNEL BEFORE OPENING CLOSE BEFORE FLIGHT
FB5041
DTD 772A
C

7


ARRIER LAND
, AND THEN YOU
RAN
46



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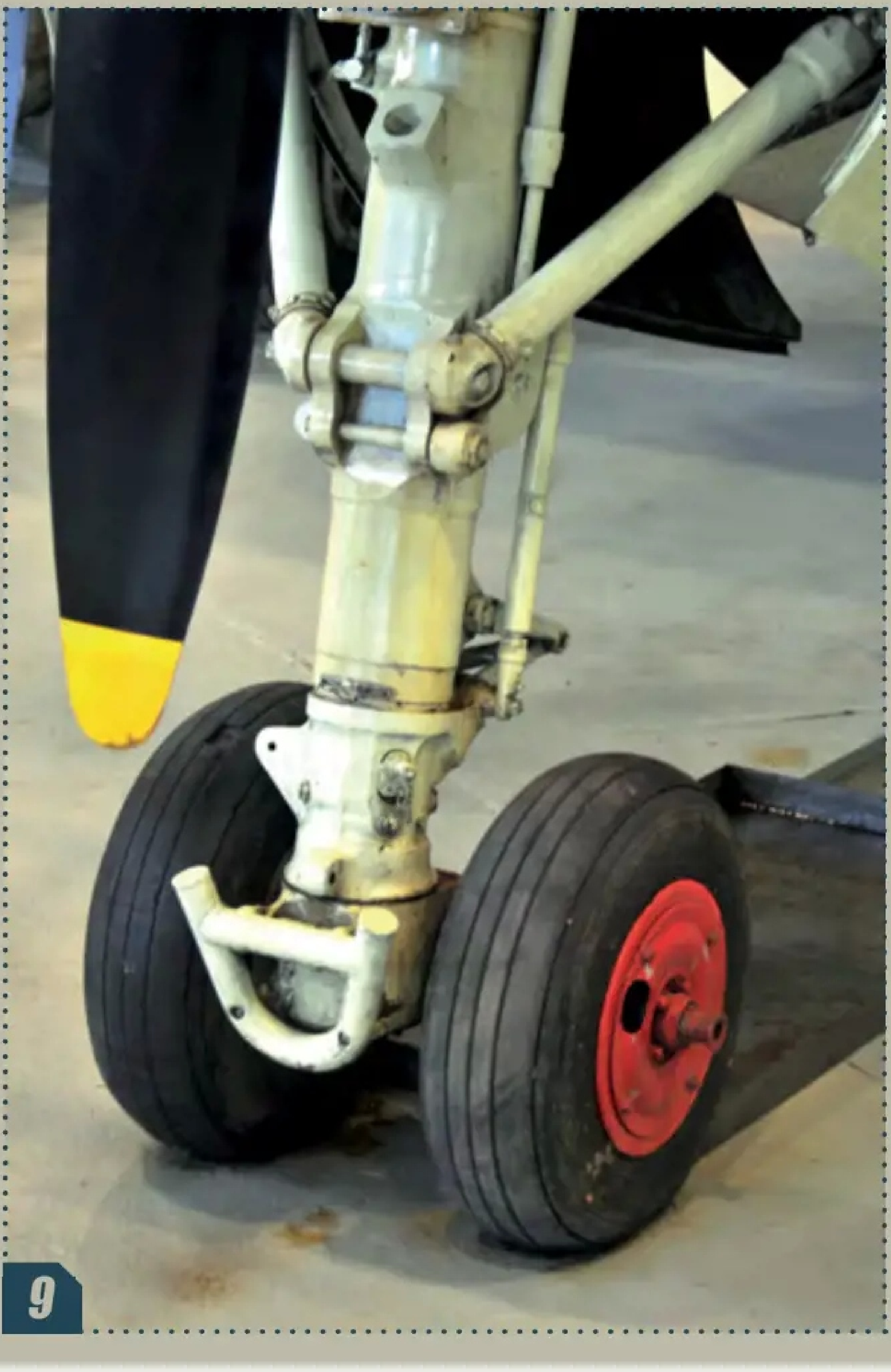

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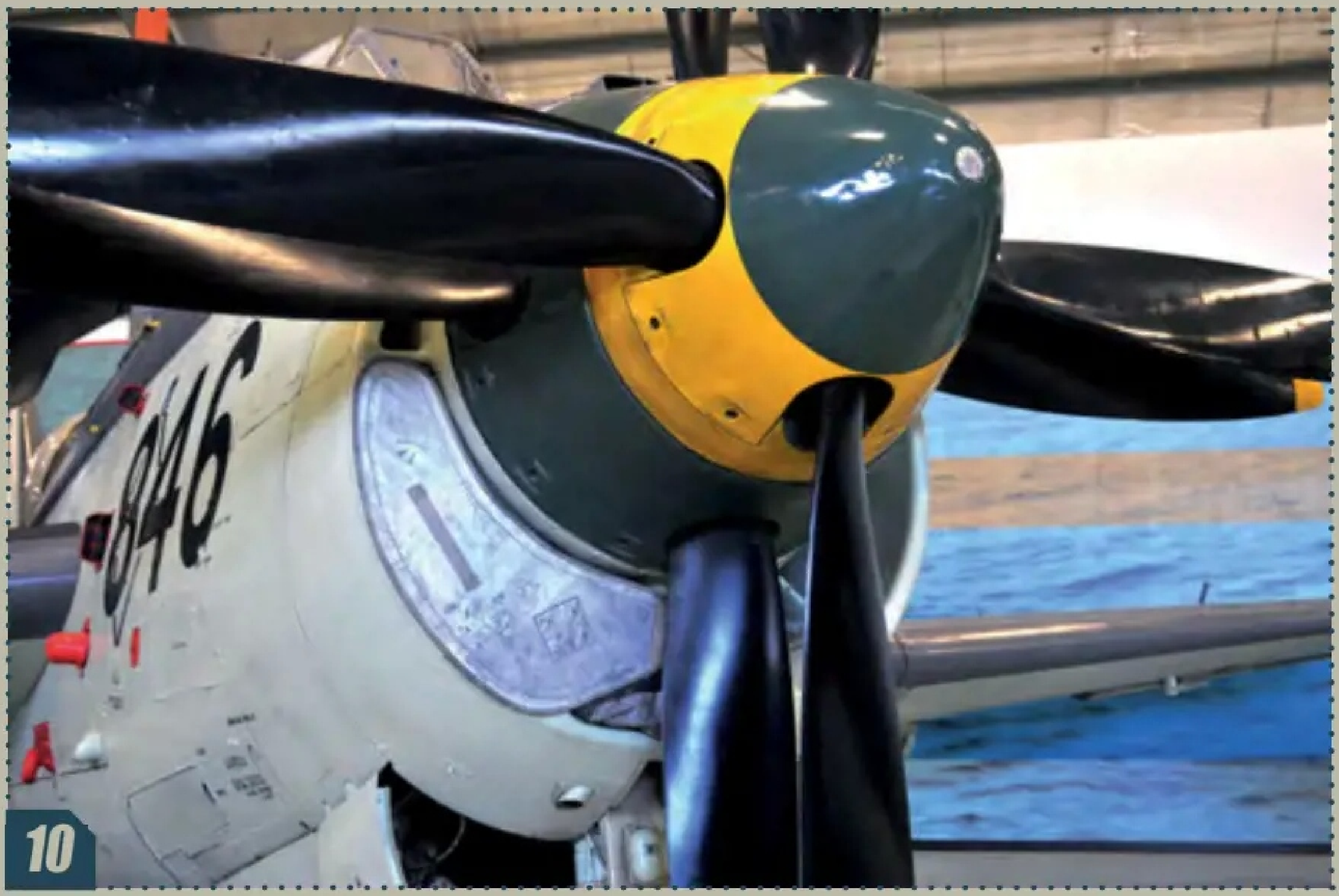

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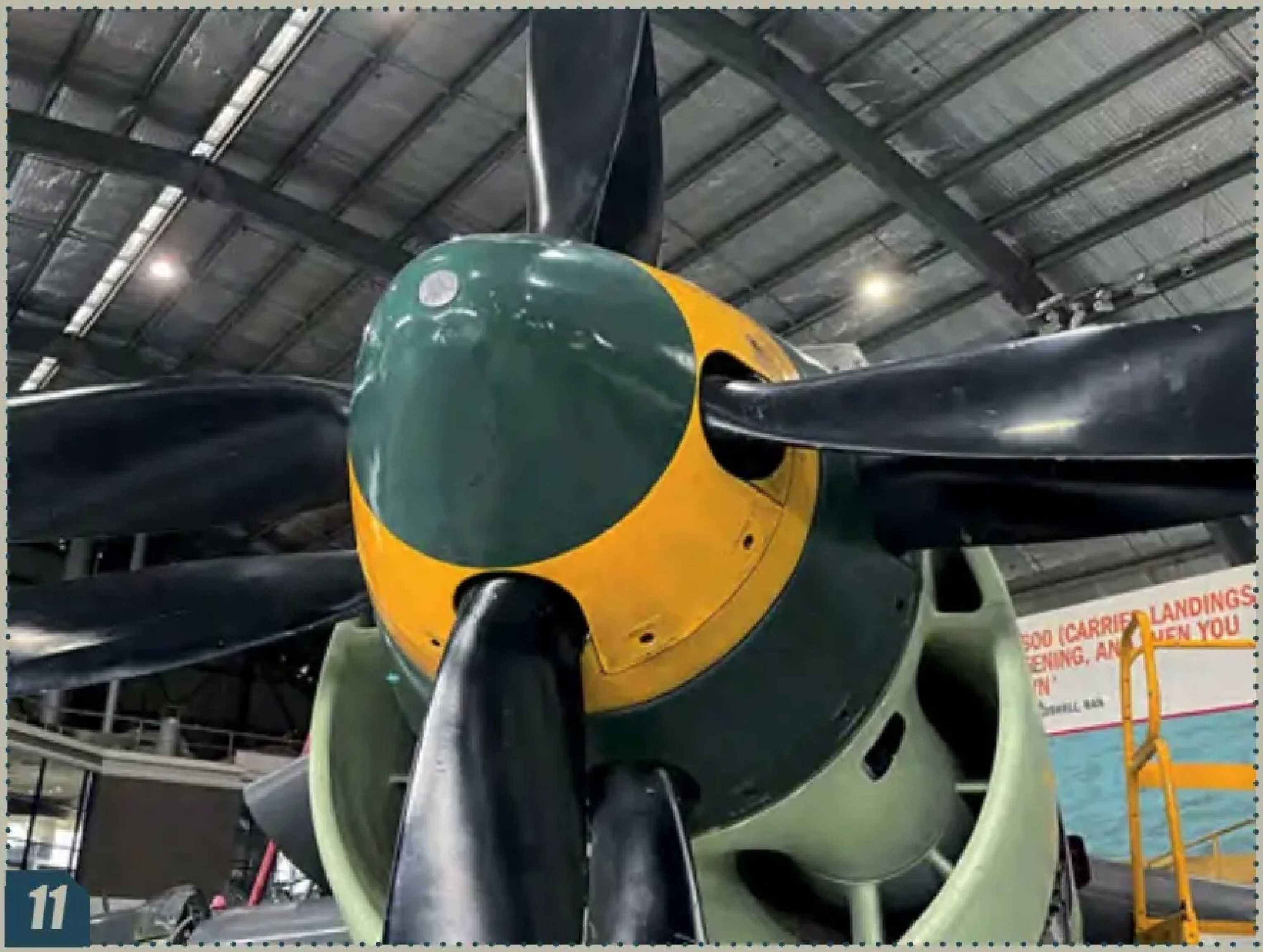

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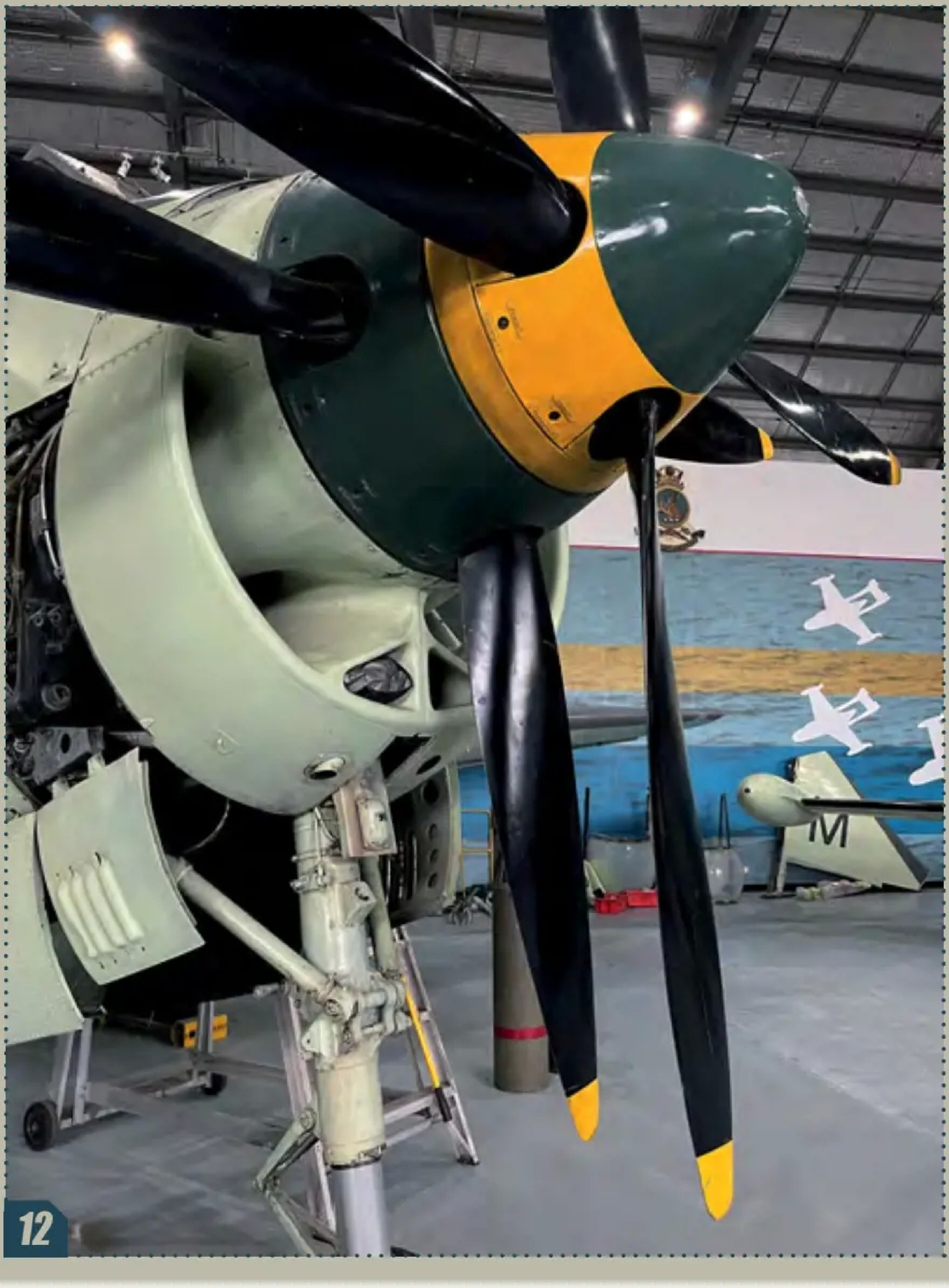

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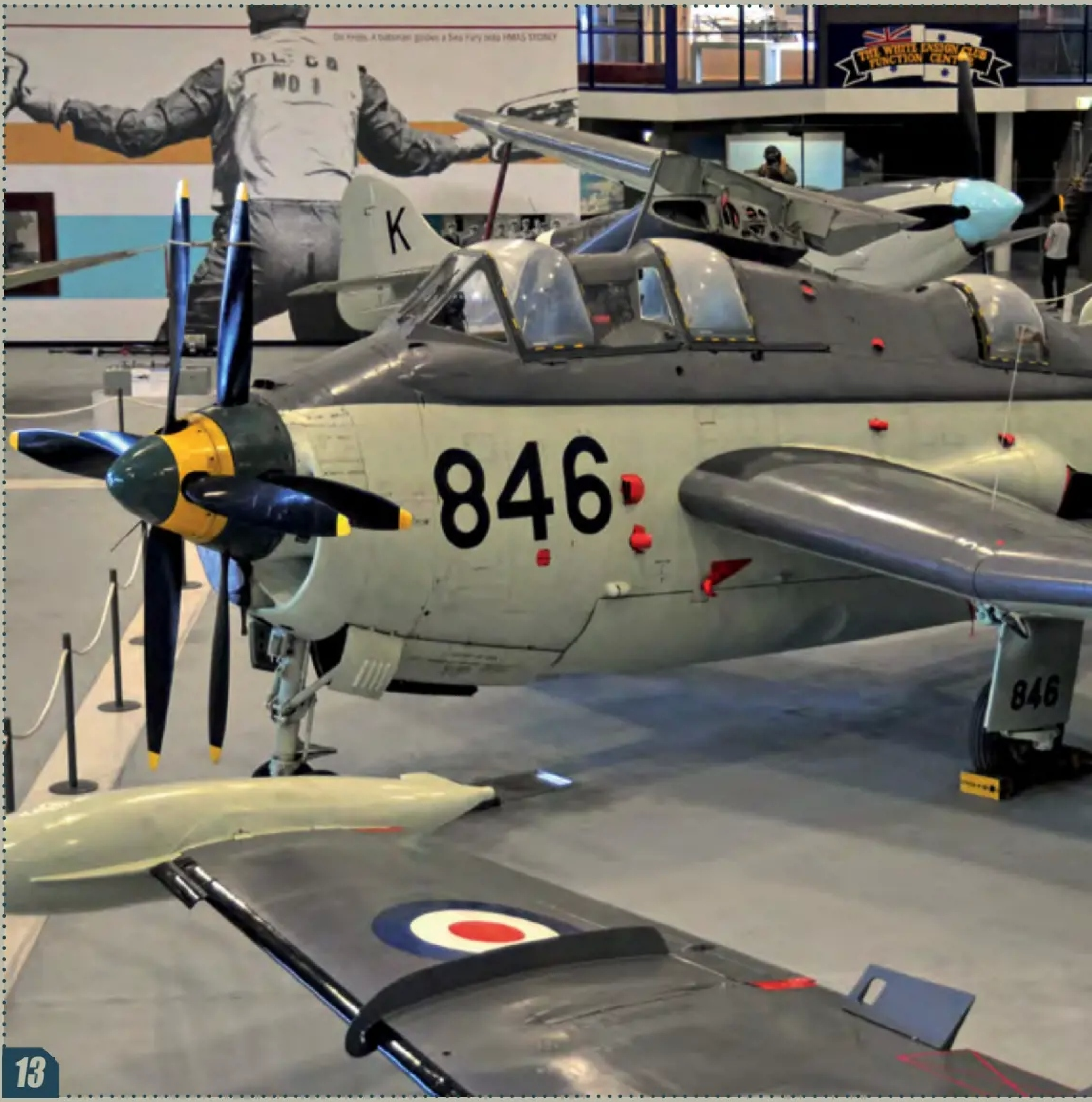

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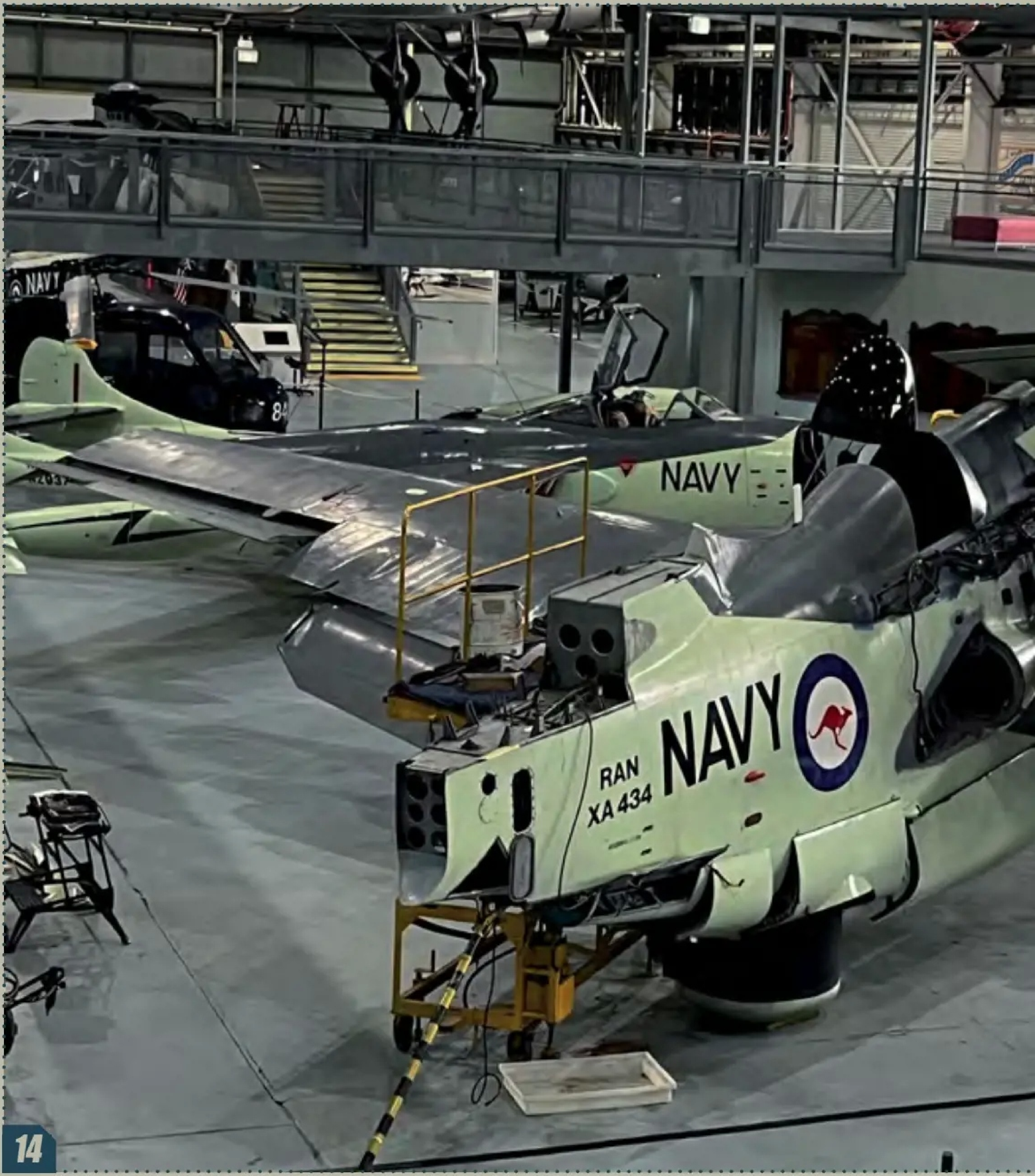
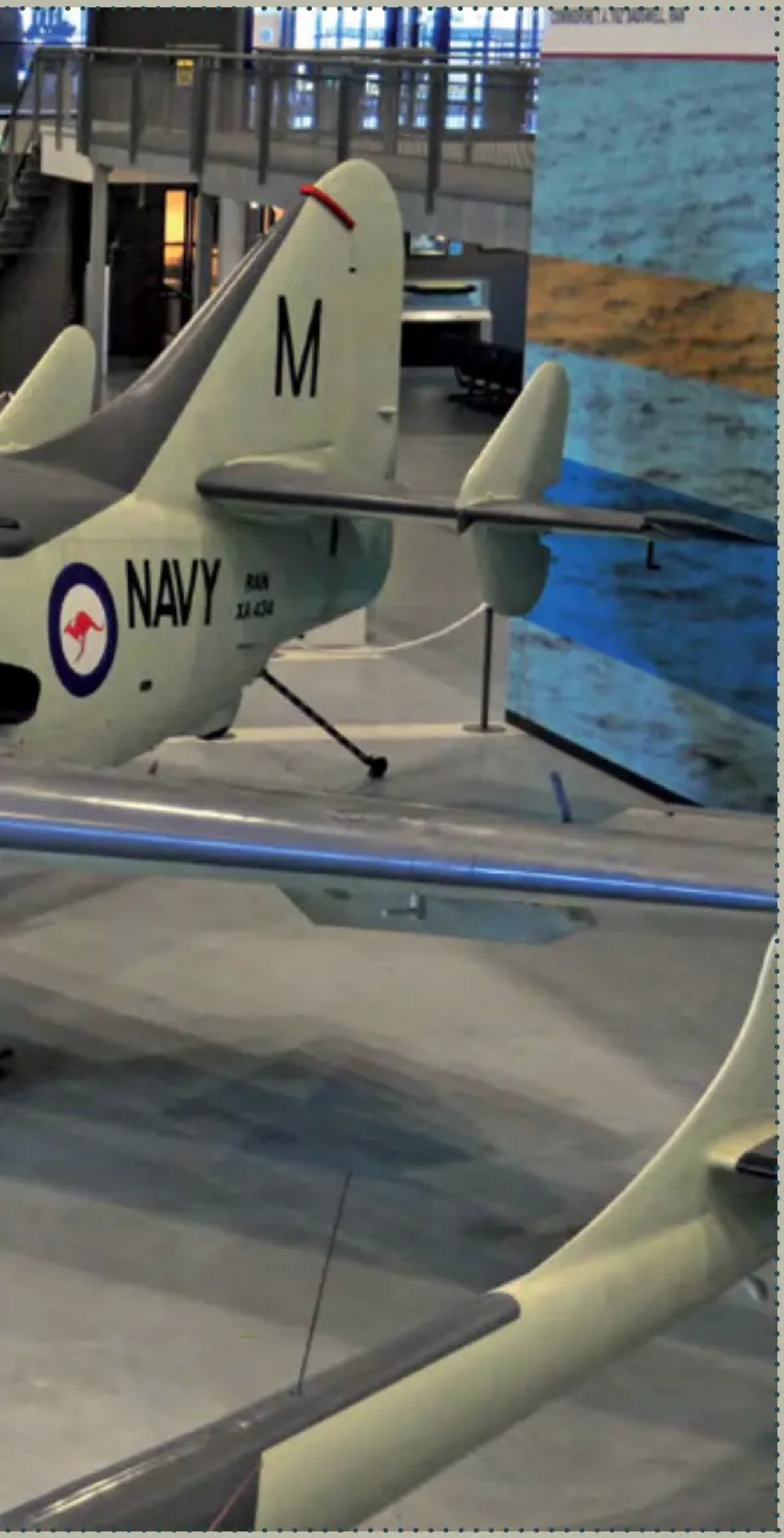

NAVY
NAVY
RAN
XA 434
NAVY

14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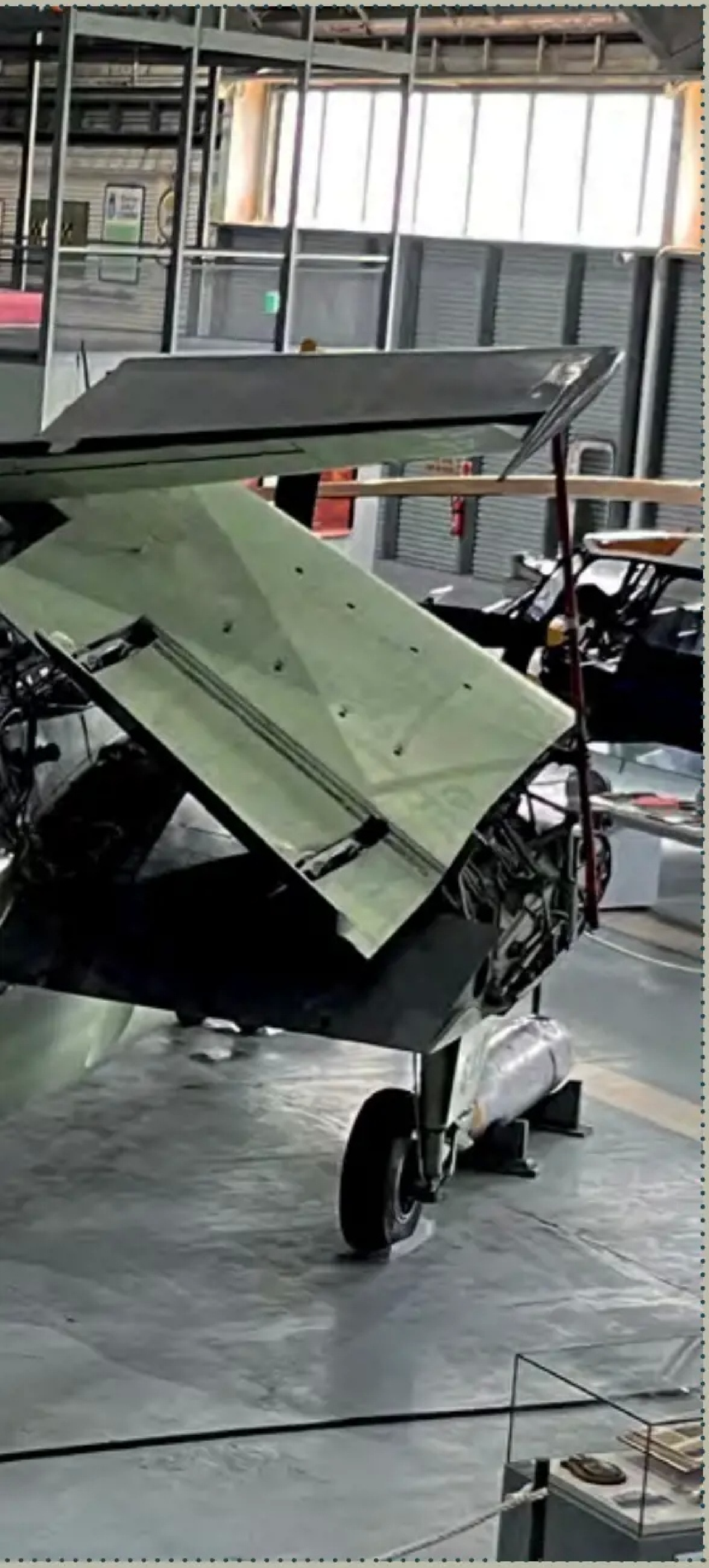
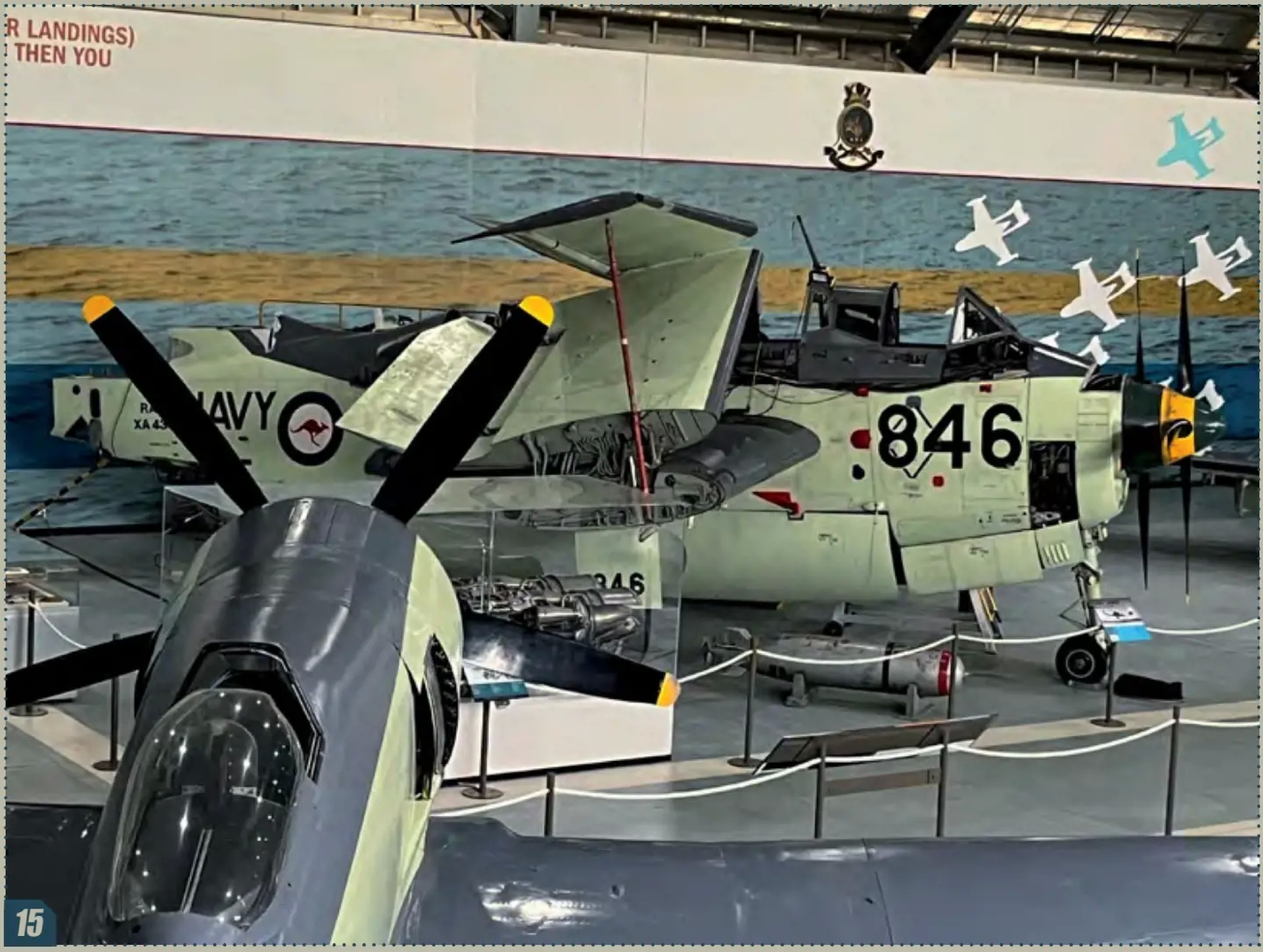
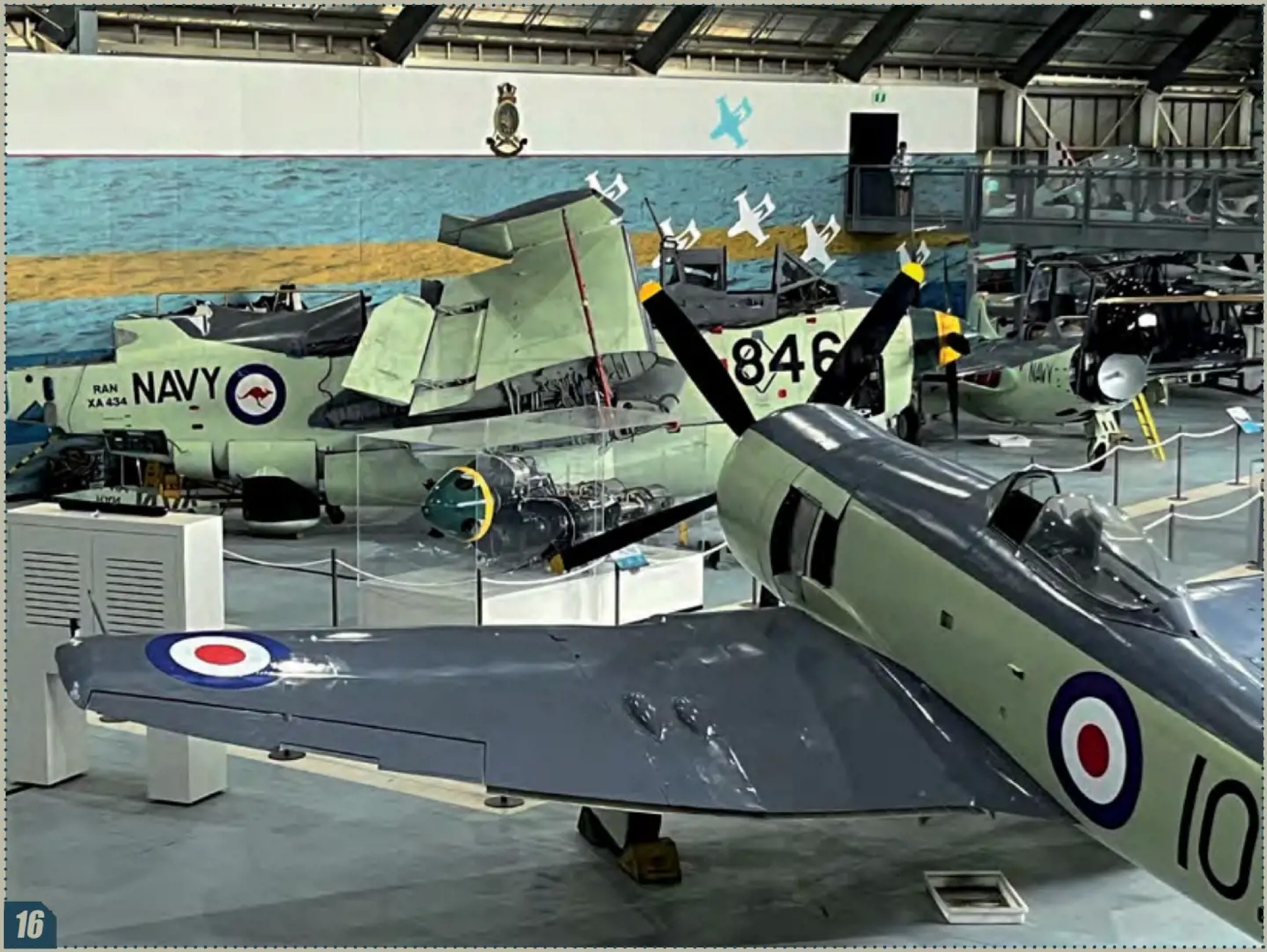
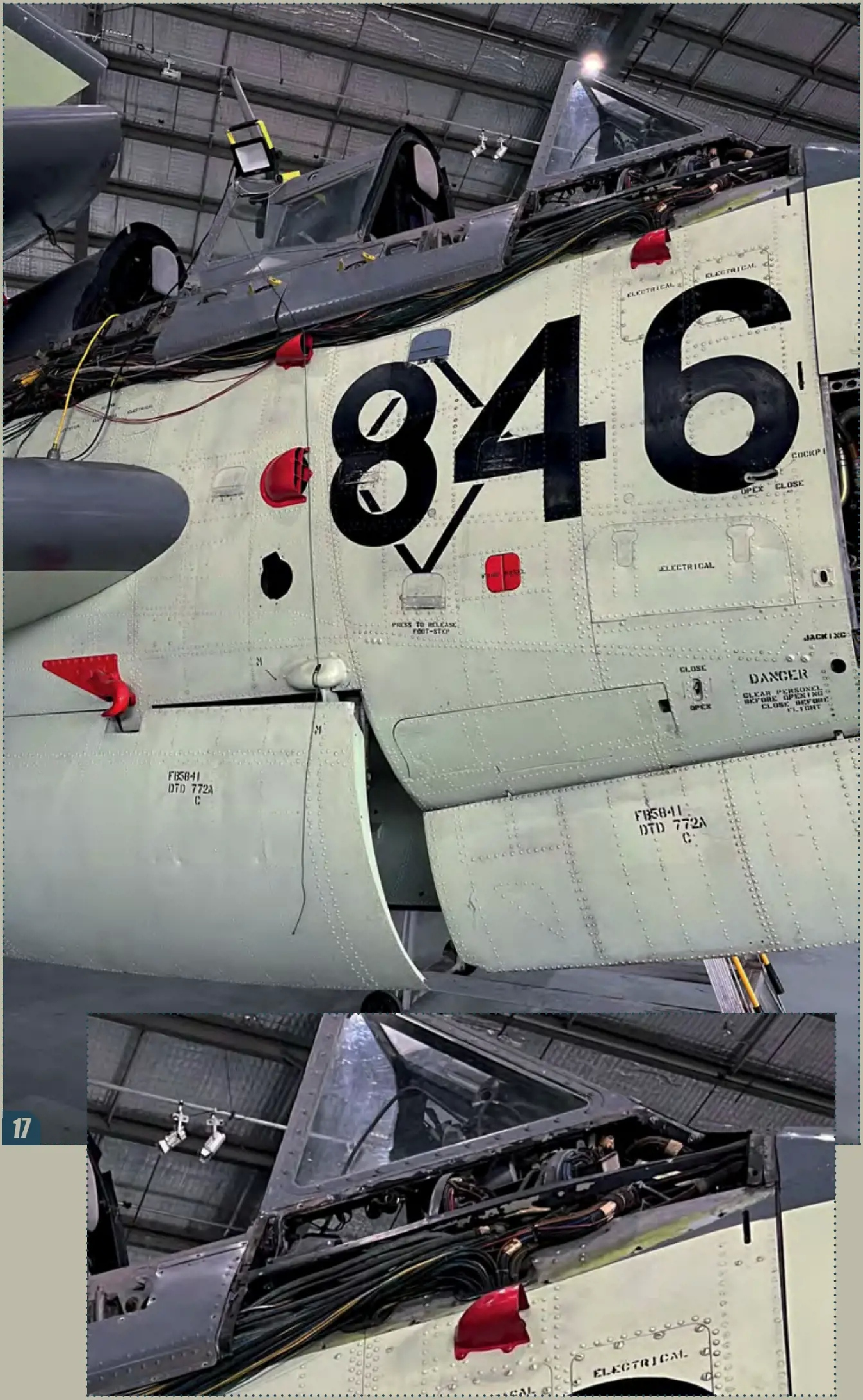


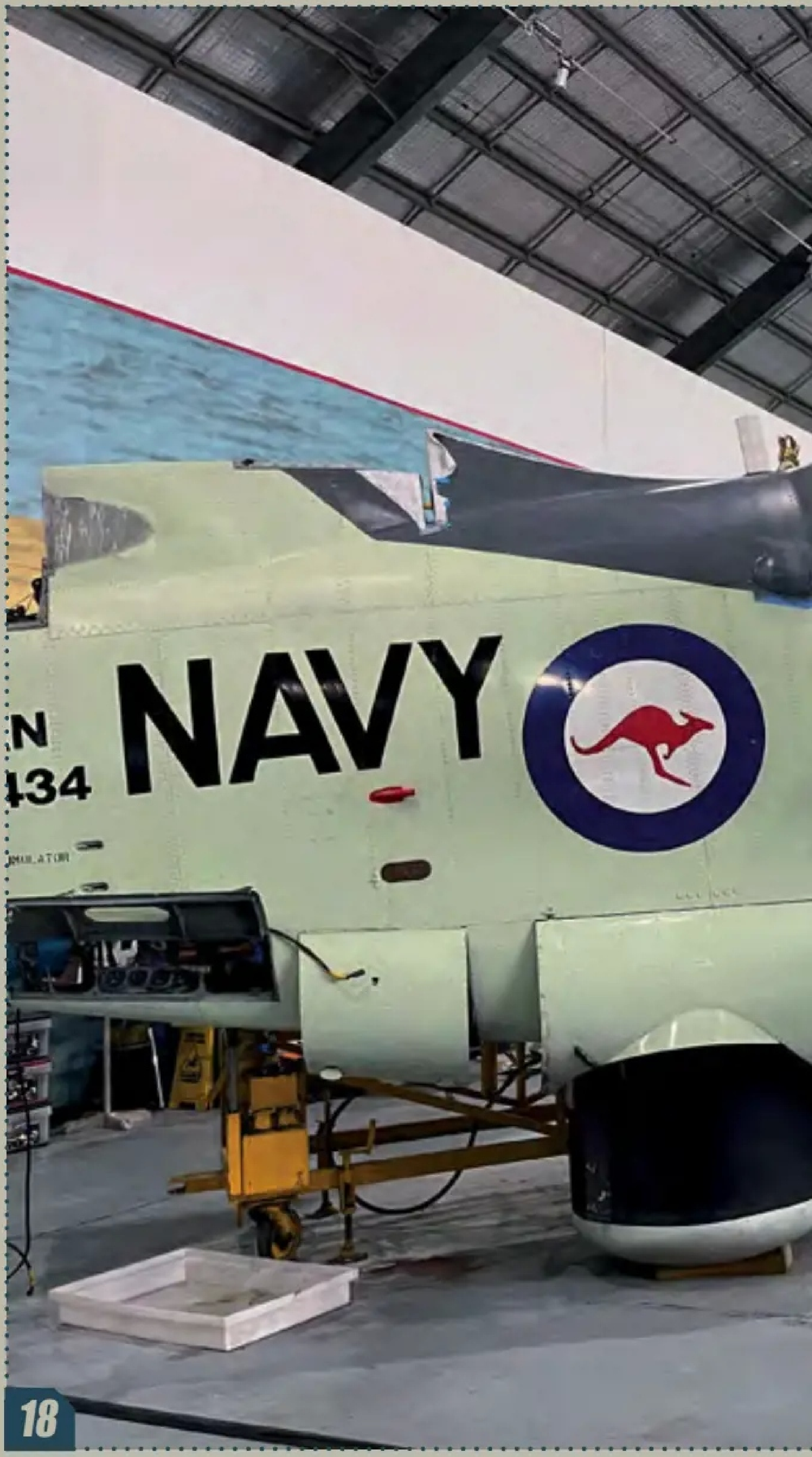

15
R LANDINGS)
THEN YOU
NAVY
846

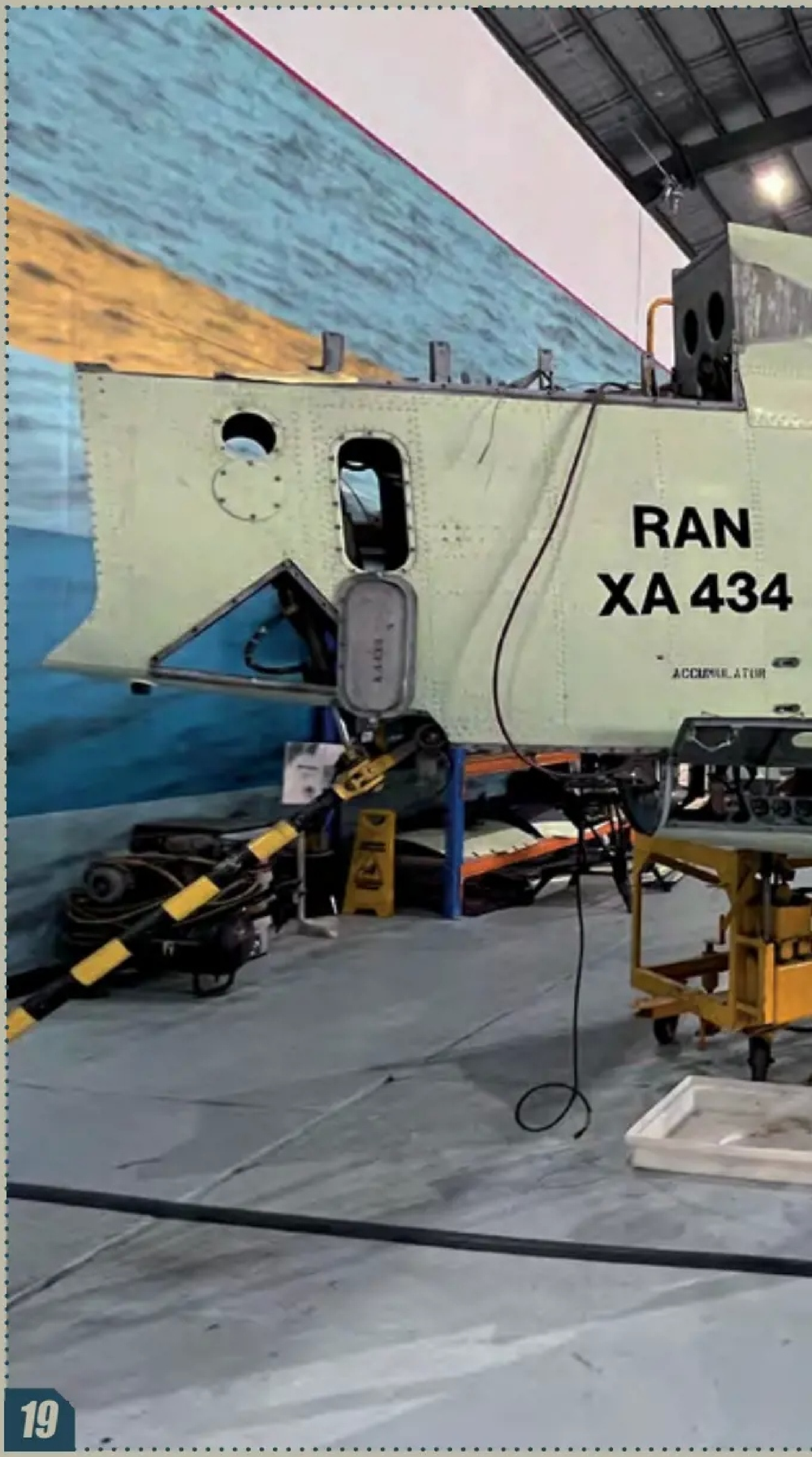

16
RAN
XA 434
NAVY
846
10

10. The six-bladed contra-rotating propeller assembly.
11. A view from the other side.
12. Side view.
13. A more complete view of the Gannet.
14. The Gannet was less complete in 2011.
15. Much of the tail section and various panels were missing.
16. The gannet shares a number of other famous FAA neighbours including this Sea Fury.

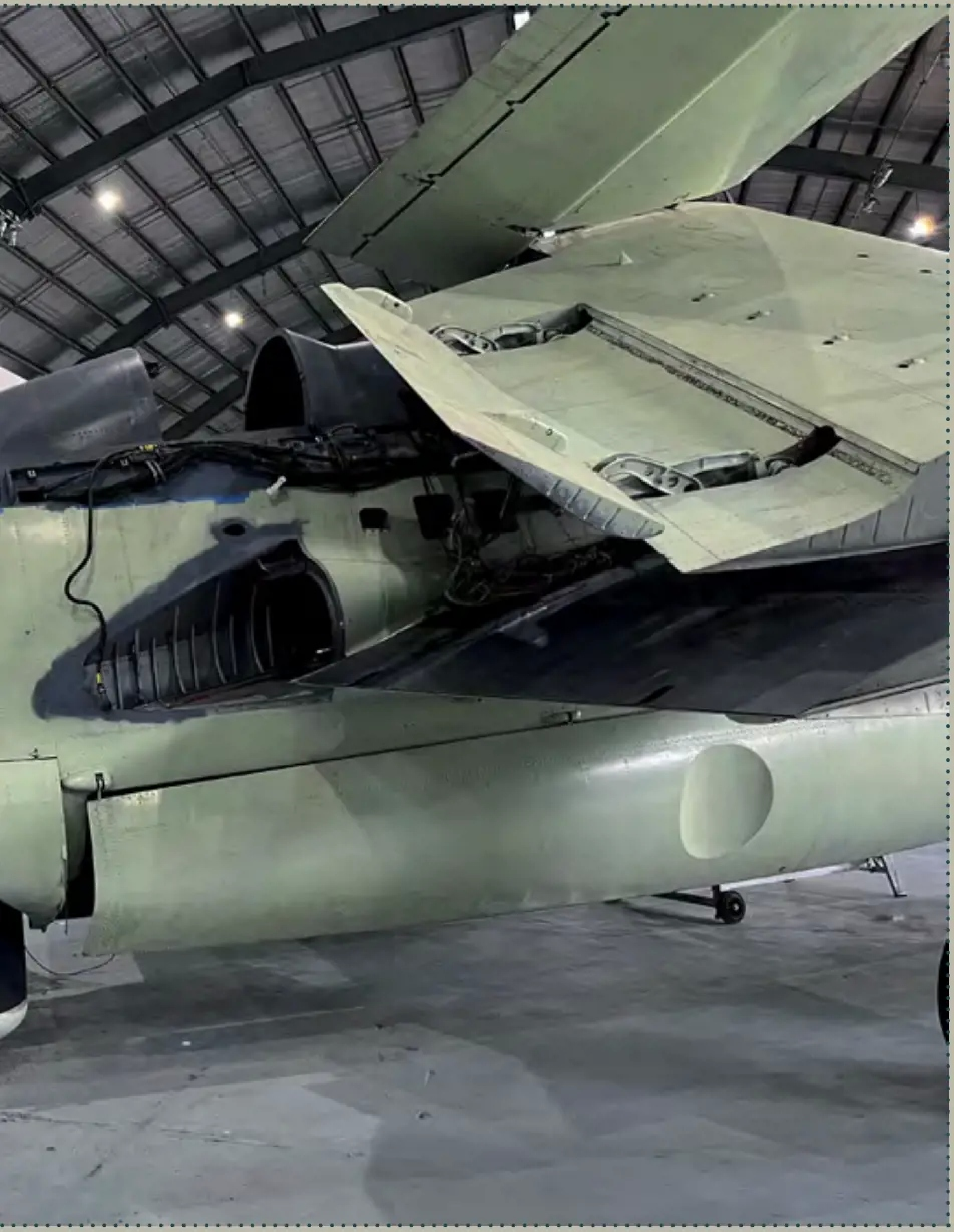
Fairey Gannet Walk Around

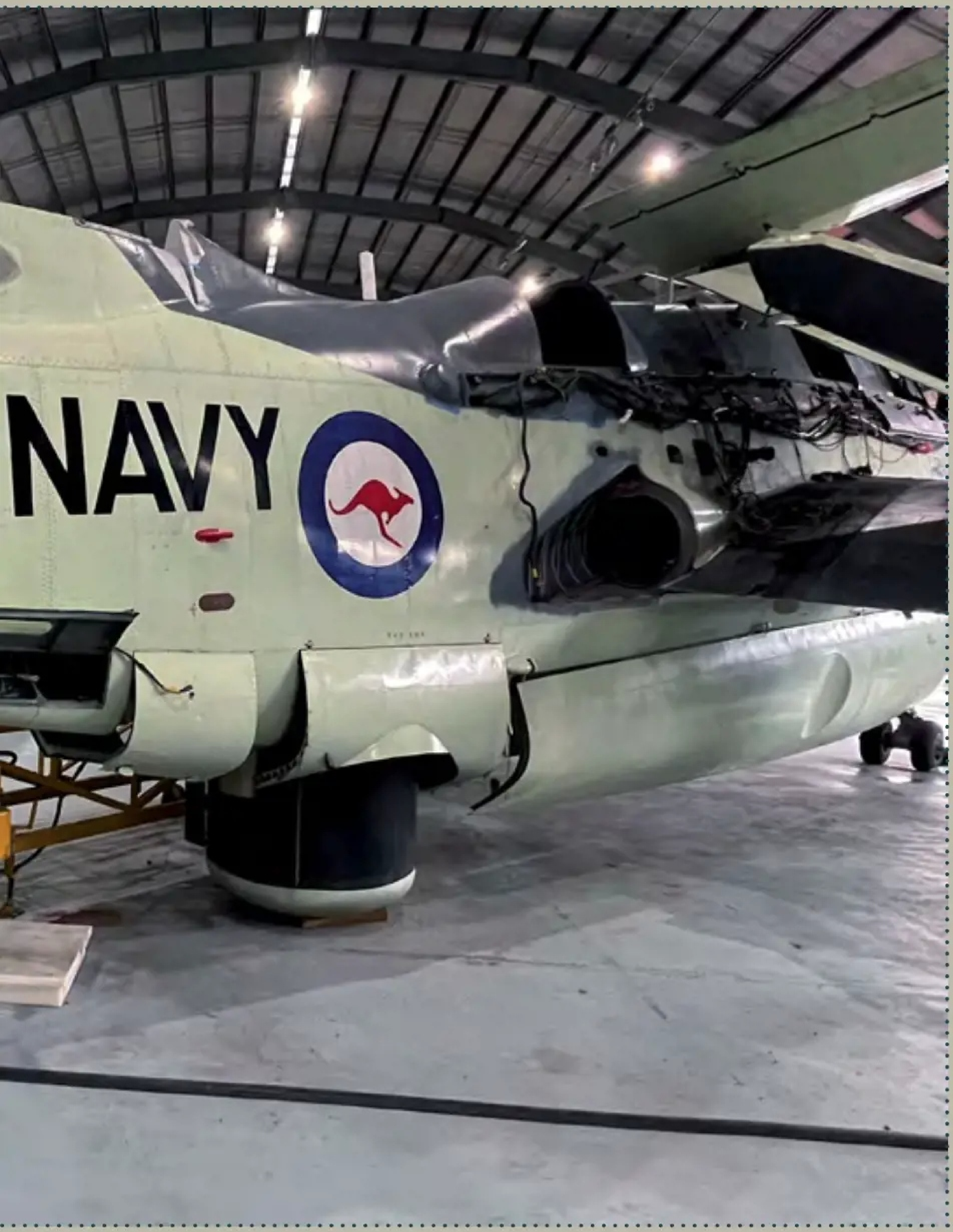

846
ELECTRICAL
ELECTRICAL
COCKPIT
OPEN CLOSE
ELECTRICAL
PRESS TO RELEASE FOOT-STEP
JACKING
CLOSE
OPEN
DANGER
CLEAR PERSONNEL BEFORE OPENING BEFORE CLOSE BEFORE FLIGHT
FB5841 DTD 772A C
FB5841 DTD 772A C
17




RAN
XA 434
ACCUMULATOR
19

17. Electrical cabling is revealed beneath the canopy.
18. The rear canopy, amongst other parts, is missing.
19. The incomplete tail section on 2011.
20. Note the instruments tucked behind this panel in the lower rear fuselage.
21. The black and yellow arrestor hook.
22. The deployed port side landing flap.

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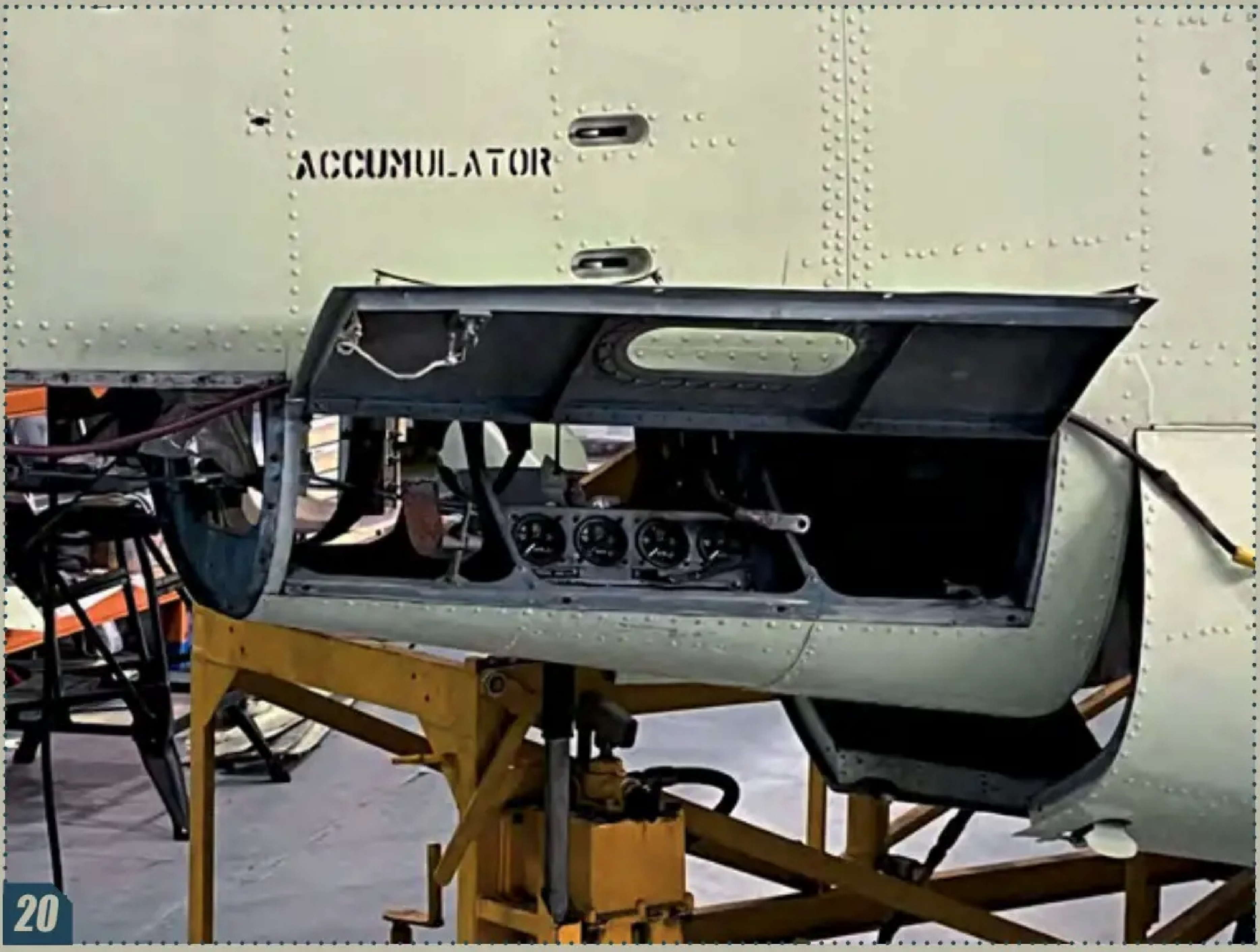
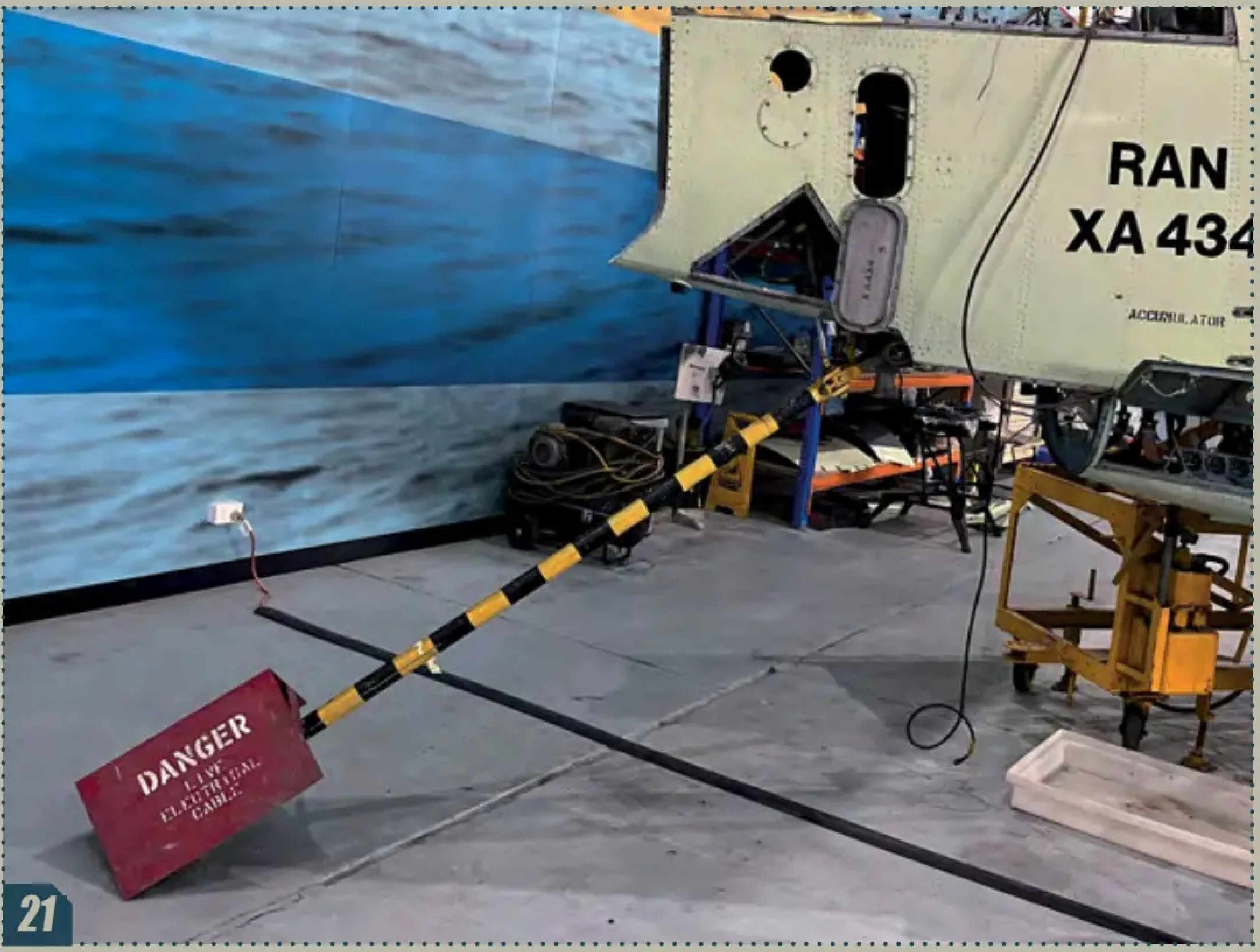
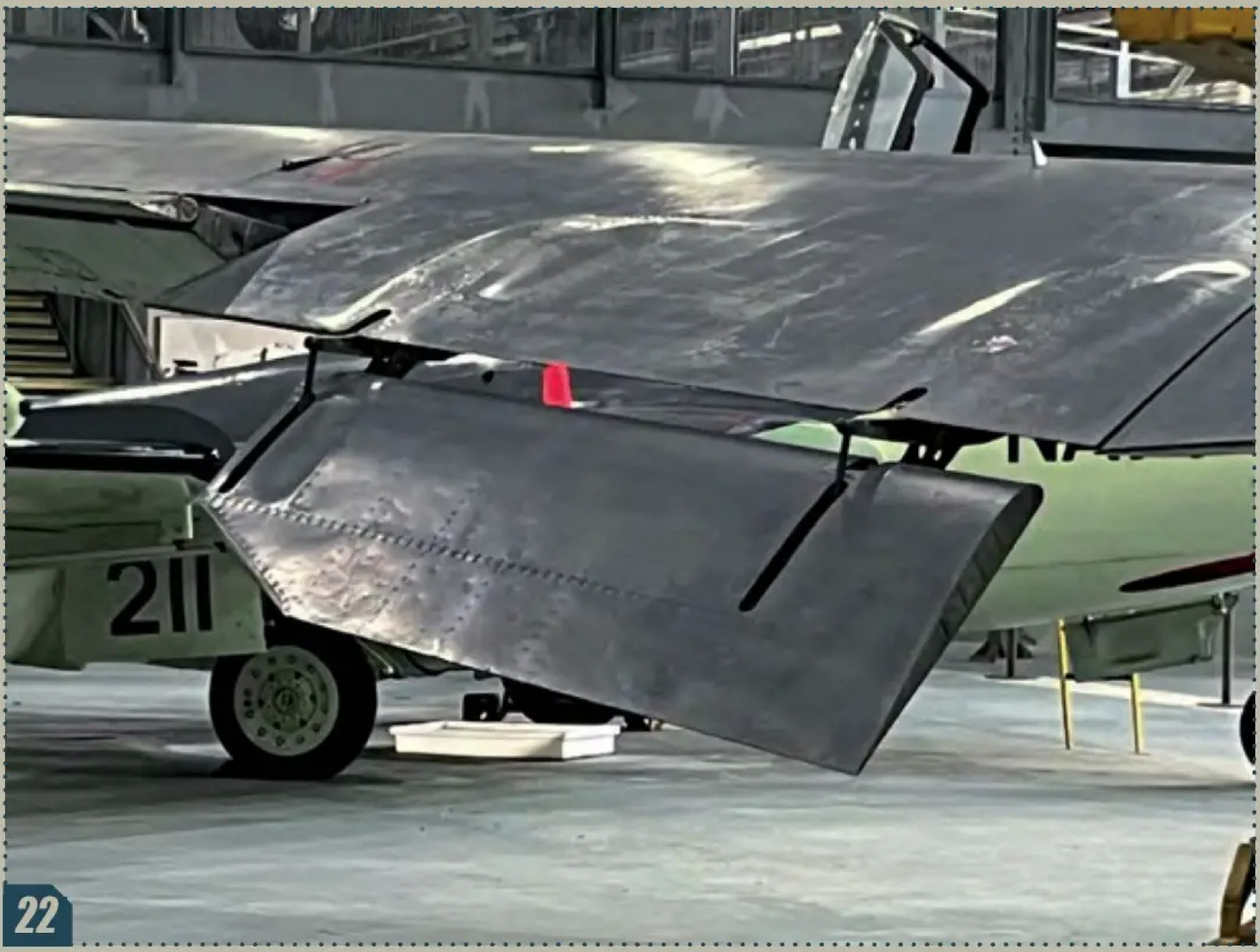

ACCUMULATOR

20

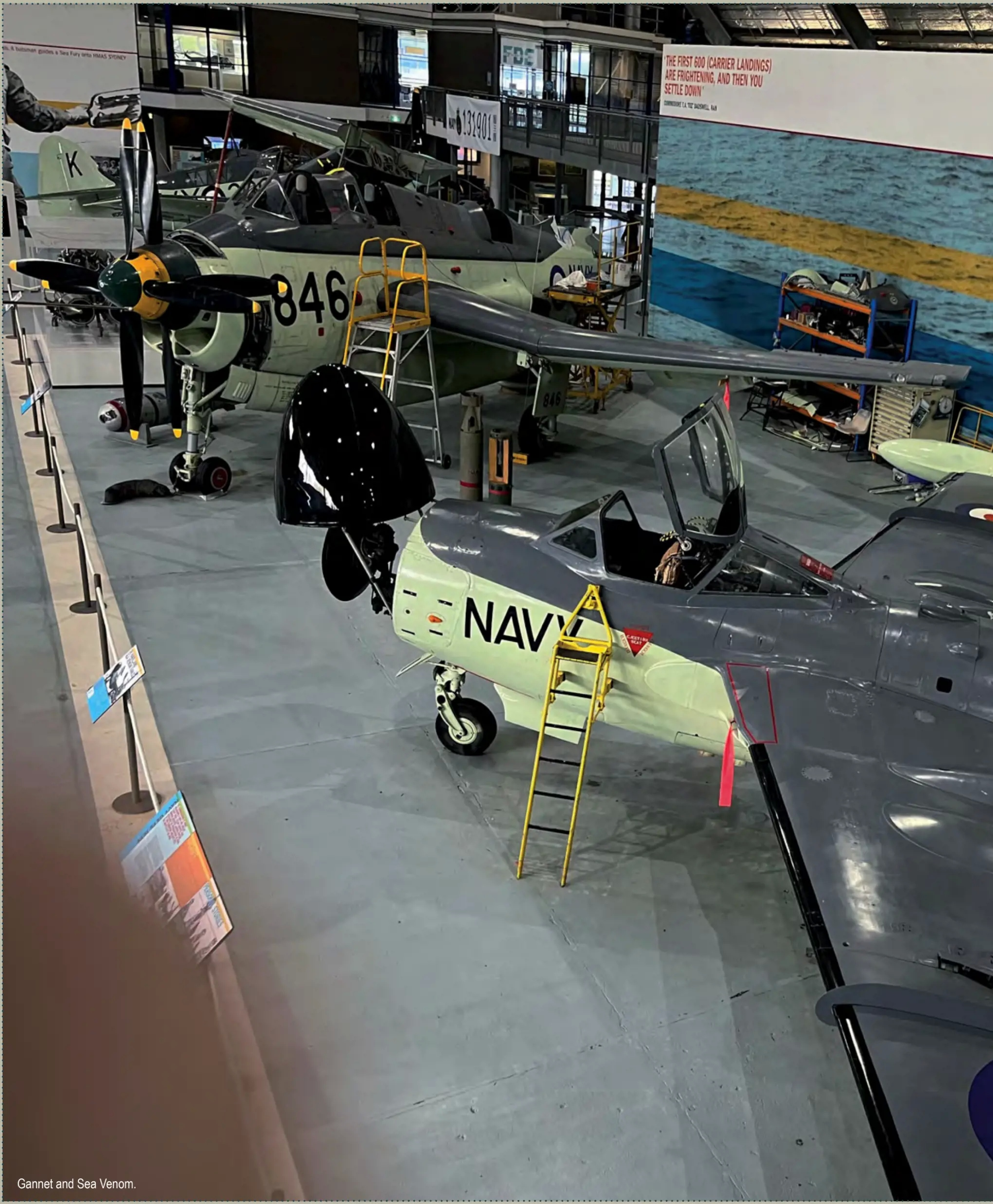

RAN
XA 434
ACCUMULATOR
DANGER
LIVE
ELECTRICAL
CABLE

21


211

22

Fairey Gannet Walk Around


'THE FIRST 600 (CARRIER LANDINGS) ARE FRIGHTENING, AND THEN YOU SETTLE DOWN'
846
NAVY
K

Gannet and Sea Venom.

M
211
RA
WZ9

K
846

NAVY
850
RAN
XA434
NAVY

Airfix 1/48 Fairey Gannet AS.1/AS.4 • Kit A11007

CARRIER BORNE BLENDER

SPECIFICATION:

Airfix 1/48 Fairey Gannet AS.1/AS.4. Kit A11007

AFTERMARKET ACCESSORIES USED:

- Eduard Gannet AS.1 detail set. Item No. 3DL 48162
- Eduard Gannet AS.1/AS.4 Mask. Item No. EX1016

PAINTS USED:

- Tamiya XF-21 Sky basecoat for the lower fuselage and under surfaces, with highlights XF-21 lightened with XF-2 White. Top surfaces Mr. Color C333 Extra Dark Sea Gray, highlights with C331 Dark Sea Gray/XF-53 Neutral Grey mix.
- Spinner - Tamiya Lacquer LP-18 Dull Red
- Exhausts - LP-20 Light Gun Metal
- Recognition stripes - Tamiya White Primer spray can, decanted for the airbrush. NATO Black XF-69.
- Cockpit - LP-5 Semi-Gloss Black, with XF-63 German Grey highlights
- Radome - XF-57 Buff

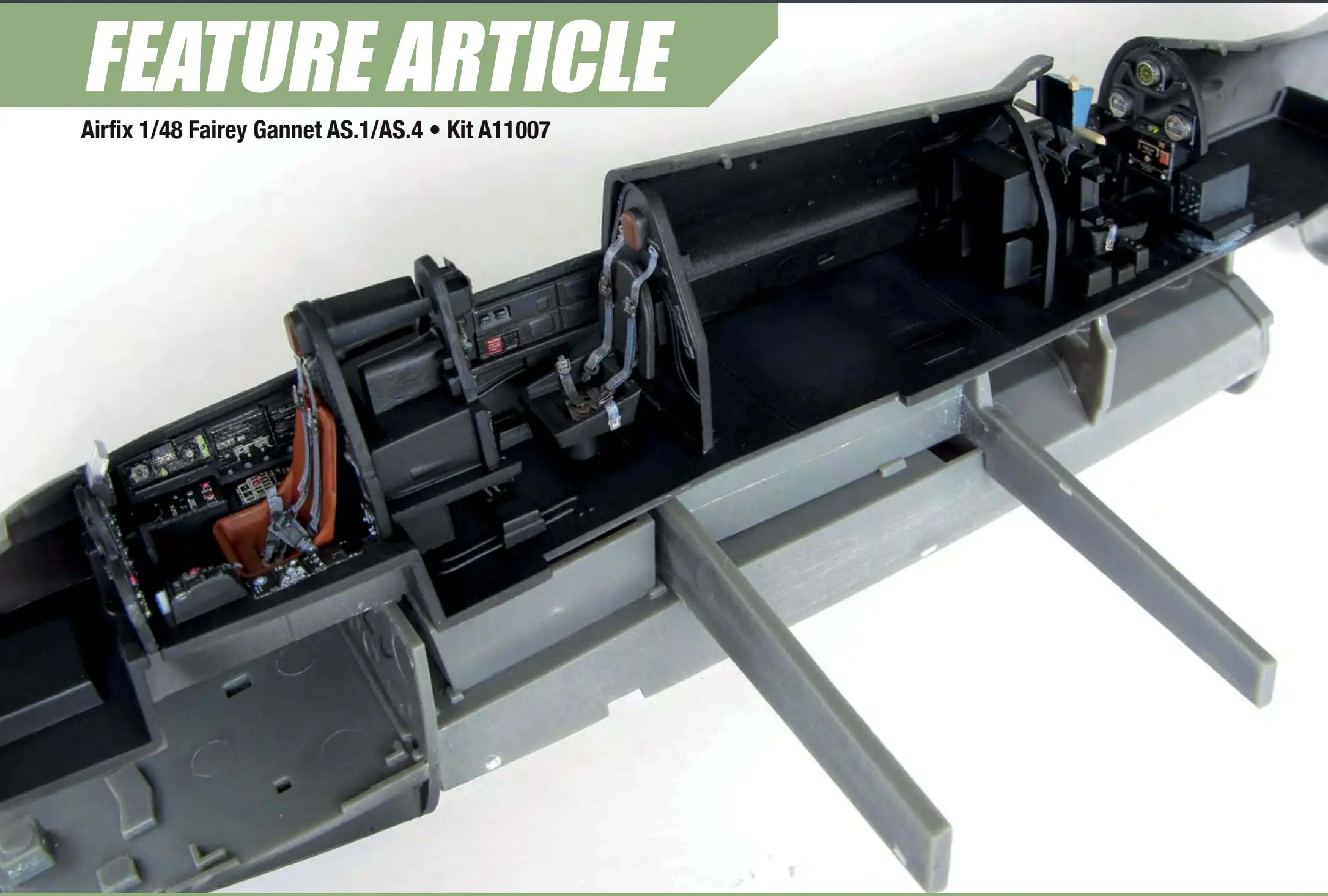
Steve Pritchard adds after-market upgrades to the Airfix 1/48 Fairey Gannet AS.1/AS.4.

Airfix's new 1:48 scale Gannet offers a lot of choices – unfolded wings, folding wings, deployed flaps, bomb bay open, different armament and closed/open canopies.

In the end, I decided to assembly the unusual double folding wings with the lovely detail in the wing folds. ▶

FEATURE ARTICLE

Airfix 1/48 Fairey Gannet AS.1/AS.4 • Kit A11007



First thing is to complete the three cockpits.

◀ First thing is to complete the three cockpits. The Airfix kit is very well detailed, but the Eduard 3D decals are great and saves times painting those very small switches and instruments on the panels. The cockpit was painted black with dark grey highlights.

Don't forget to add some nose weights in steps 4 and 23 – I used fishing lead sinkers hammered to the right shape to fit in the spaces. I thought there was plenty, but once finished the model is only just balanced on the undercarriage.

The fuselage assembly has two spars which are a tight fit to the wings. I want to fit the wings after painting, so to make the fit easier, I trimmed and thinned the spars so they slide better into the wings.

The fuselage sides are a good fit with the cockpit and bay bomb module, no filling need it. I added some rivets to the vertical tail which the excellent box art shows it.

The sub-assemblies for the wings are a good fit – I used superglue on the leading edges so any gaps are eliminated. A little filling is needed on some of the wing folds - overall, a good fit. I added some lead wire representing the hydraulic hoses, but the supplied detail is very good. I painted the wing folds (and main wheel bays) with LP-38 Aluminium, with LP-11 Silver highlights, with a wash of oil paint Burnt Sienna.

The horizontal tails are a tight fit, in fact they didn't need gluing – I did forget to add rivet detail here. The cowling needed a bit of sanding to match the rest of the fuselage - a little scribing needed to replace the lost detail.

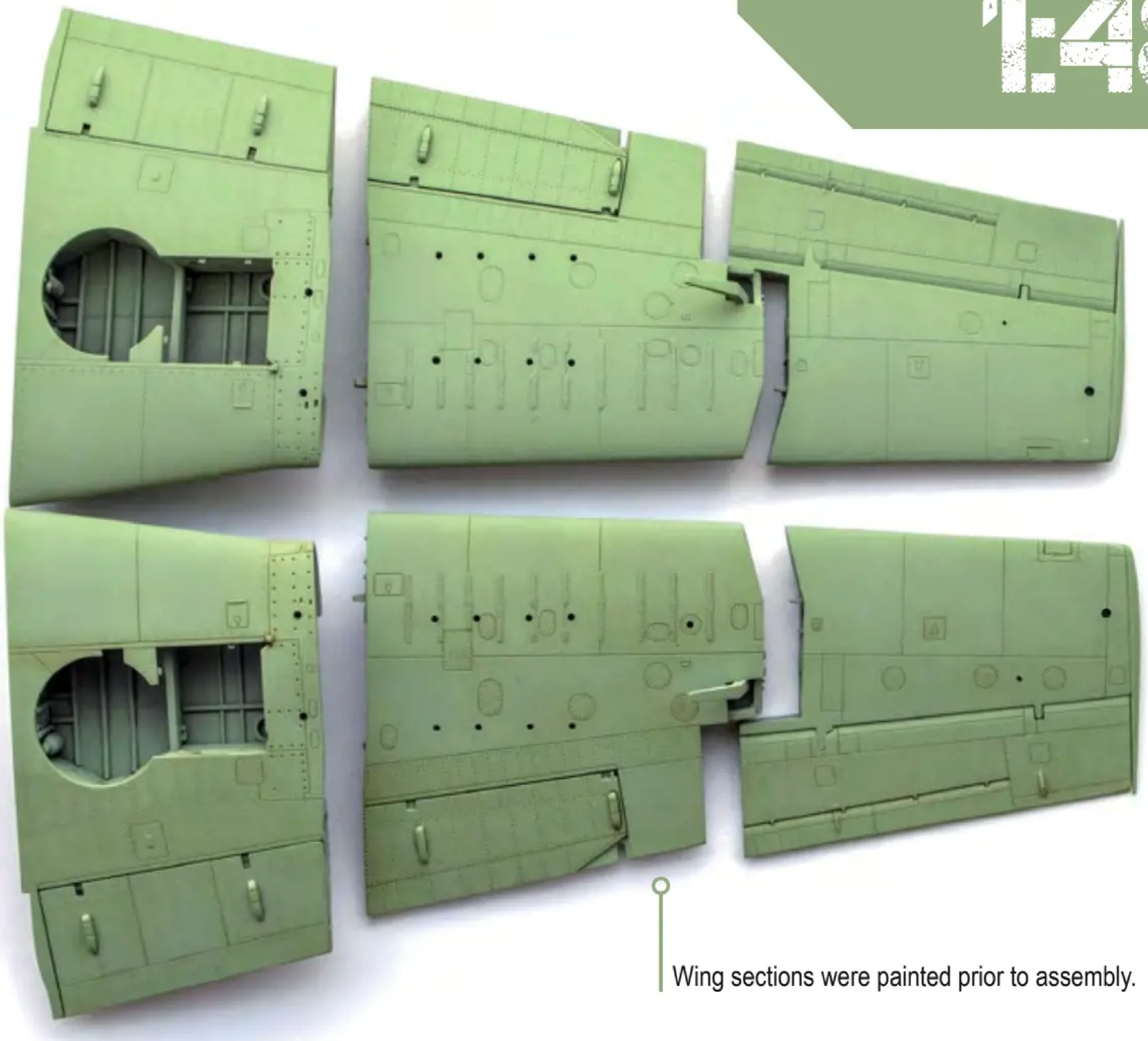
The main undercarriage is a bit flimsy, especially with the extra lead weights in the fuselage. I used araldite epoxy so hopefully they will be sturdy enough.

The last step was to add the folded wings – the fit is good; the middle section is securely to the inboard section with PVA glue. This means you have time to position port and starboard sections so they looked parallel. Once dry, the outboard sections added, again with PVA. The support brace also helps to align the wings – I used super glue.

The Airfix kit is very well detailed, but the Eduard 3D decals are great and saves times.

The cockpit was painted black with dark grey highlights.

The wing spars are very helpful.



Wing sections were painted prior to assembly.

PAINTING AND MARKINGS

I decided not to pre-shading the model, instead I went with a basecoat of green and grey. Then I highlighted various panels with lighter shades to make the finish more uneven. There is a debate about the colour of recognition stripes, whether yellow or white. A well-known photo suggests it looked more like white, also the black stripes looked more like the upper surface colour. In the end, I went for Tamiya White Primer and XF-69 Nato Black. The instructions were useful for the masking - the width is clearly noted, and I used Tamiya tape, with no bleeding of paint.

I used Winsor and Newton oil paints, Burnt Sienna and Burnt Umber, thinned with mineral turpentine, to highlight the panel lines and to ‘dirty’ up the surfaces. A thin mix of Tamiya XF-64 (Red Brown) and XF-69 (NATO Black) was airbrushed to create exhaust stains.

Before decaling I sprayed a couple of coats of Tamiya LP-9 Clear, which has a lovely smooth glossy finish – The Airfix decals are brilliant, thin with perfect registration and no silvering. The final flat coat is Humbrol Matt Cote, using Humbrol Enamel Thinners. ▶

086
086
HF
HF
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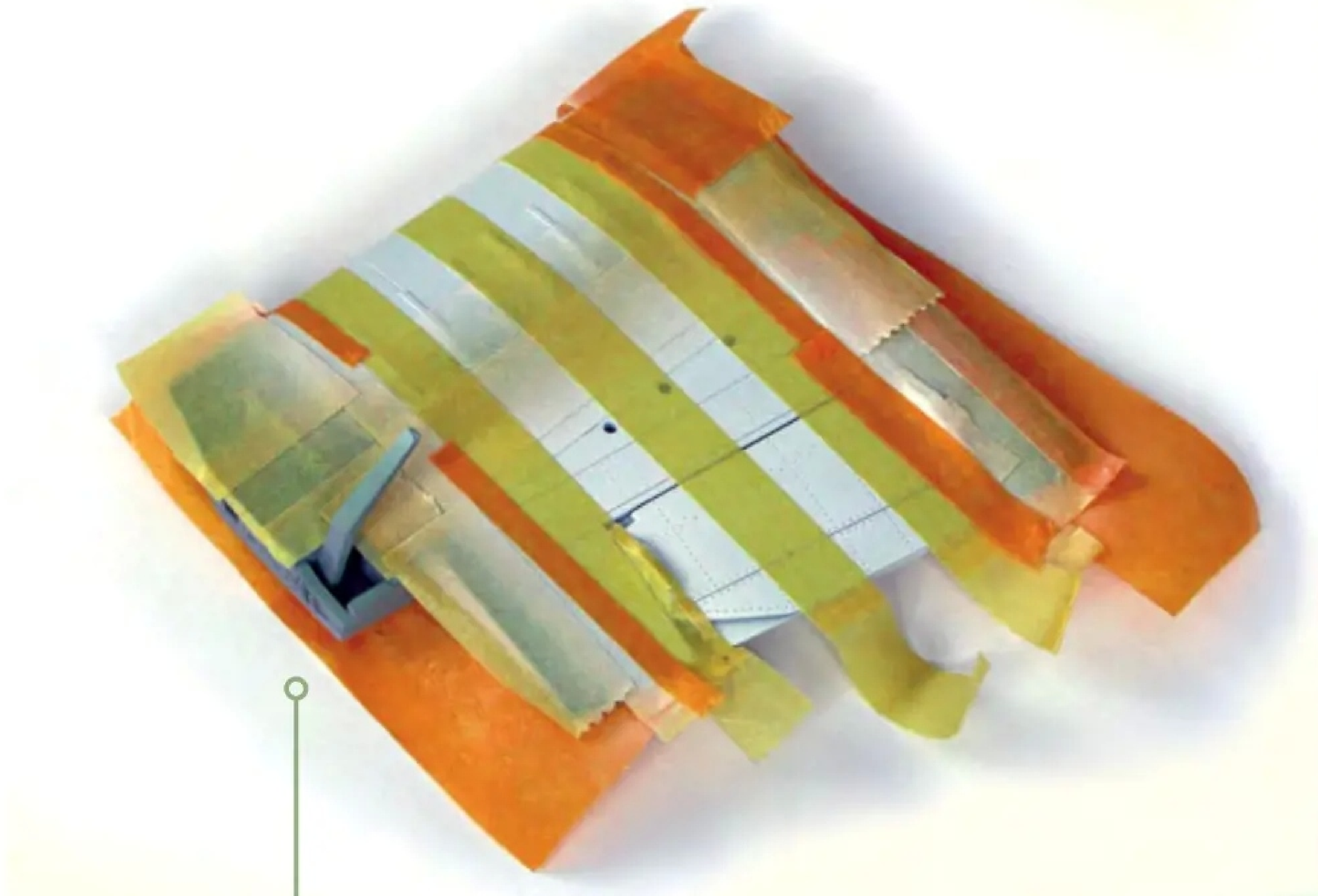
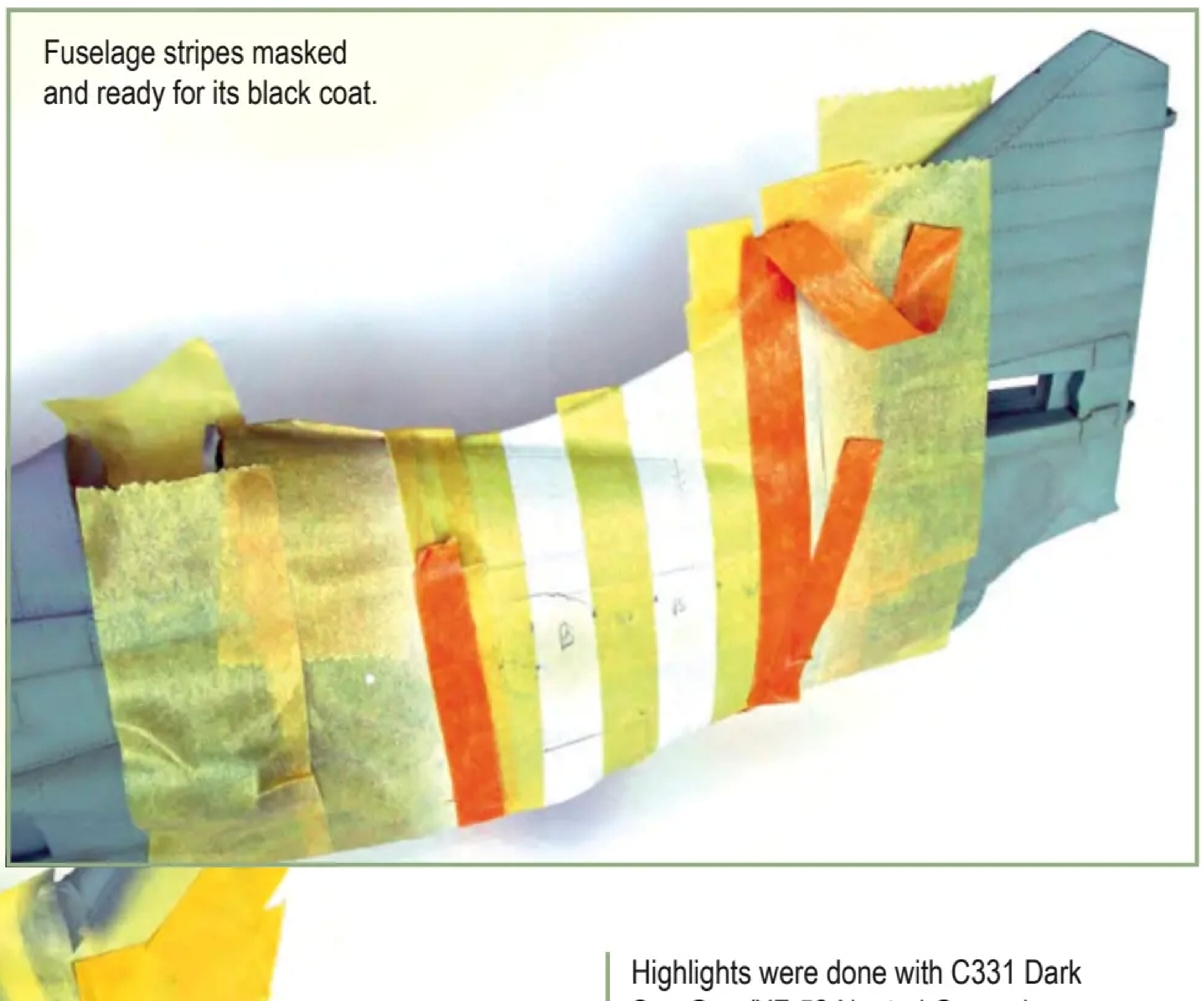
86
XA335
XA335
335

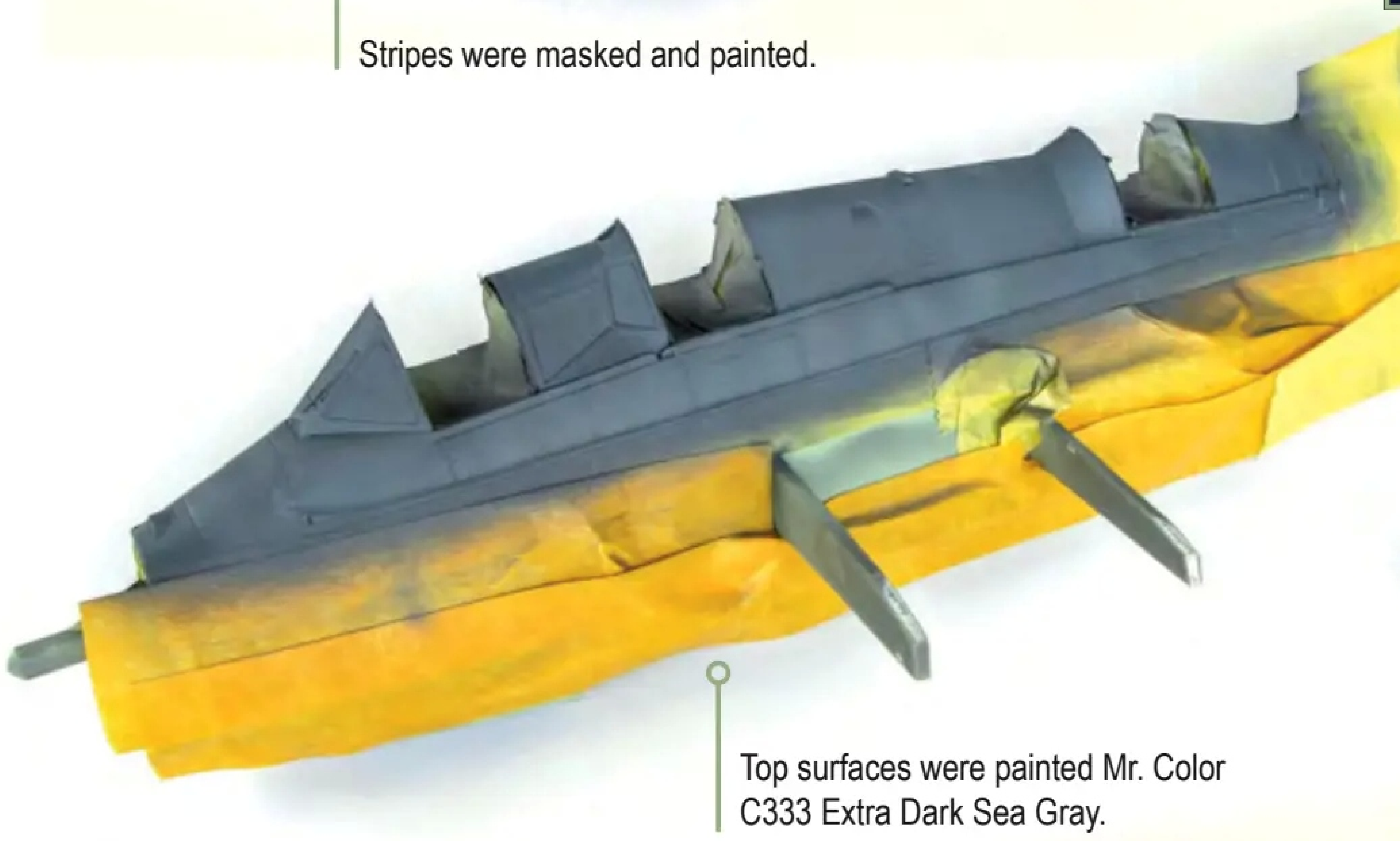
Scaled serial numbers helped position the wing stripes.



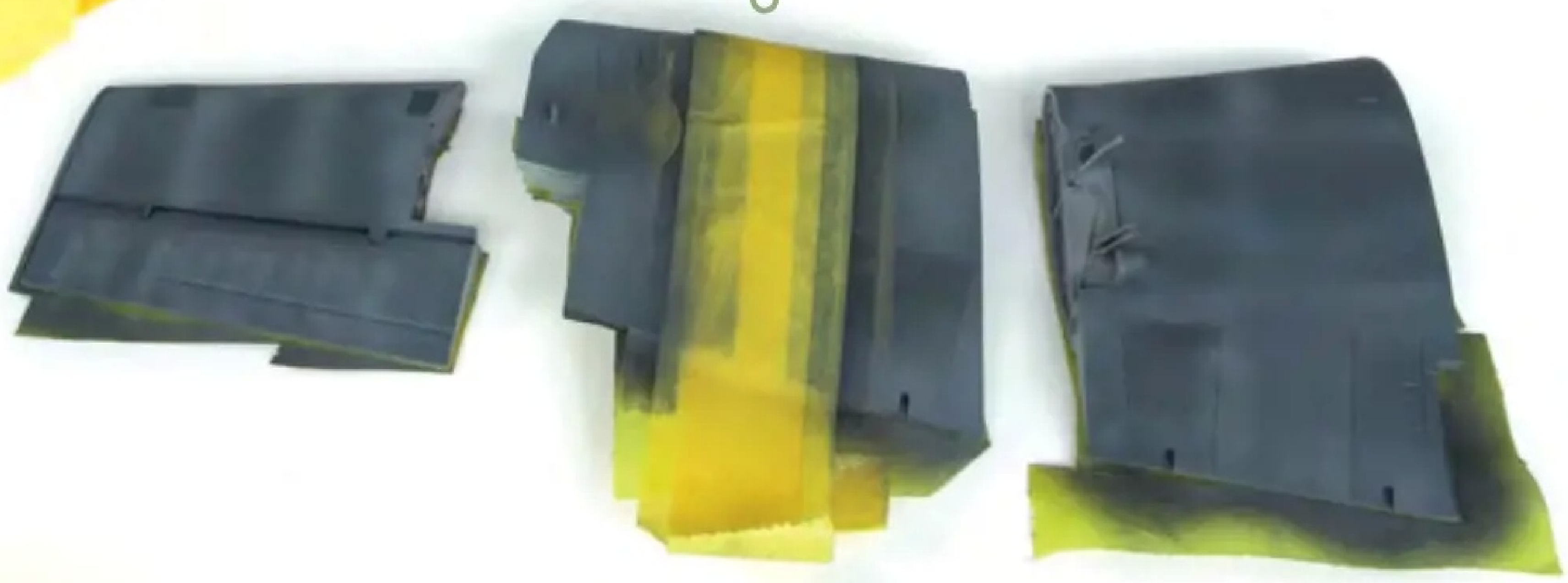
Stripes were masked and painted.



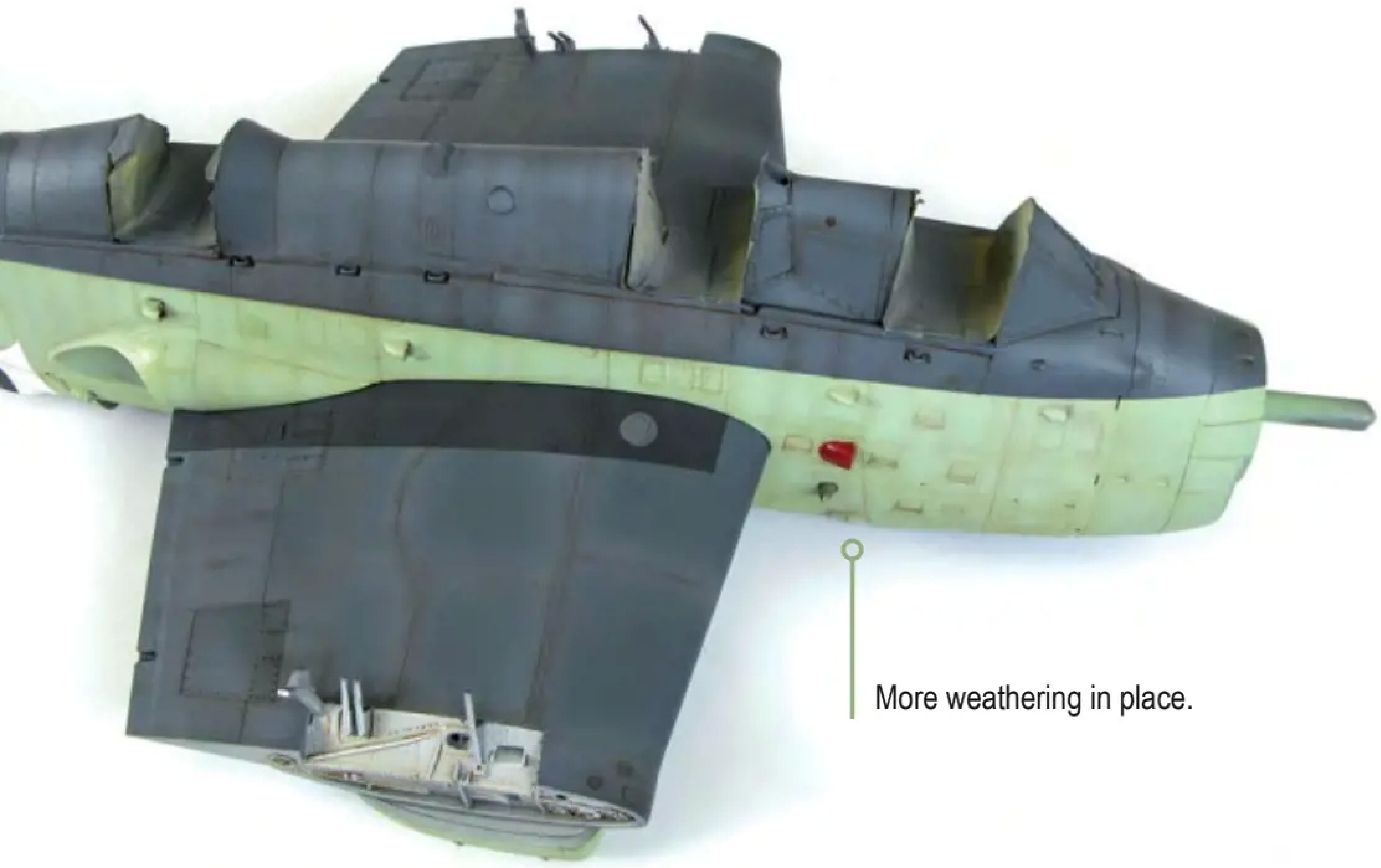
Fuselage stripes masked and ready for its black coat.



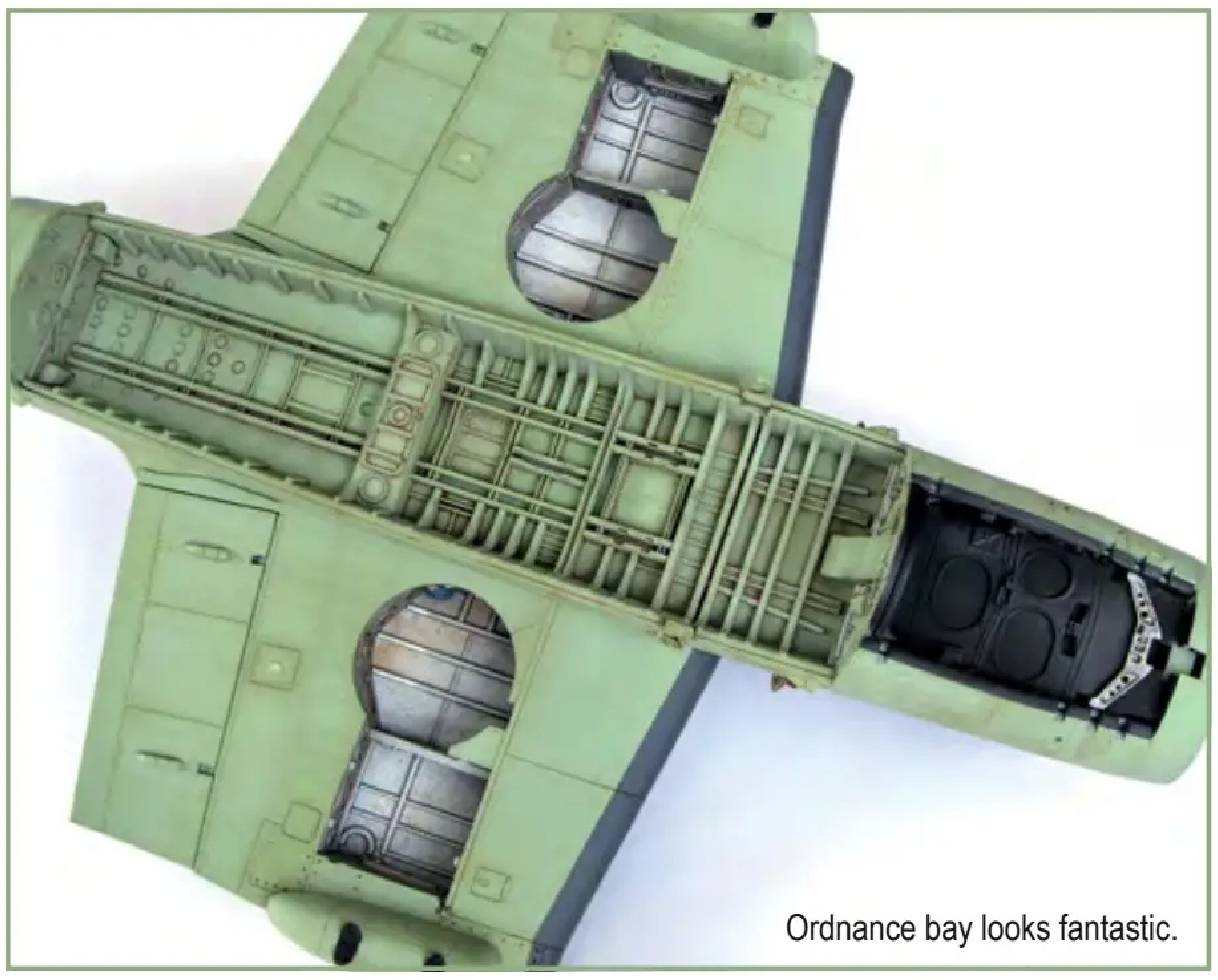
Top surfaces were painted Mr. Color C333 Extra Dark Sea Gray.



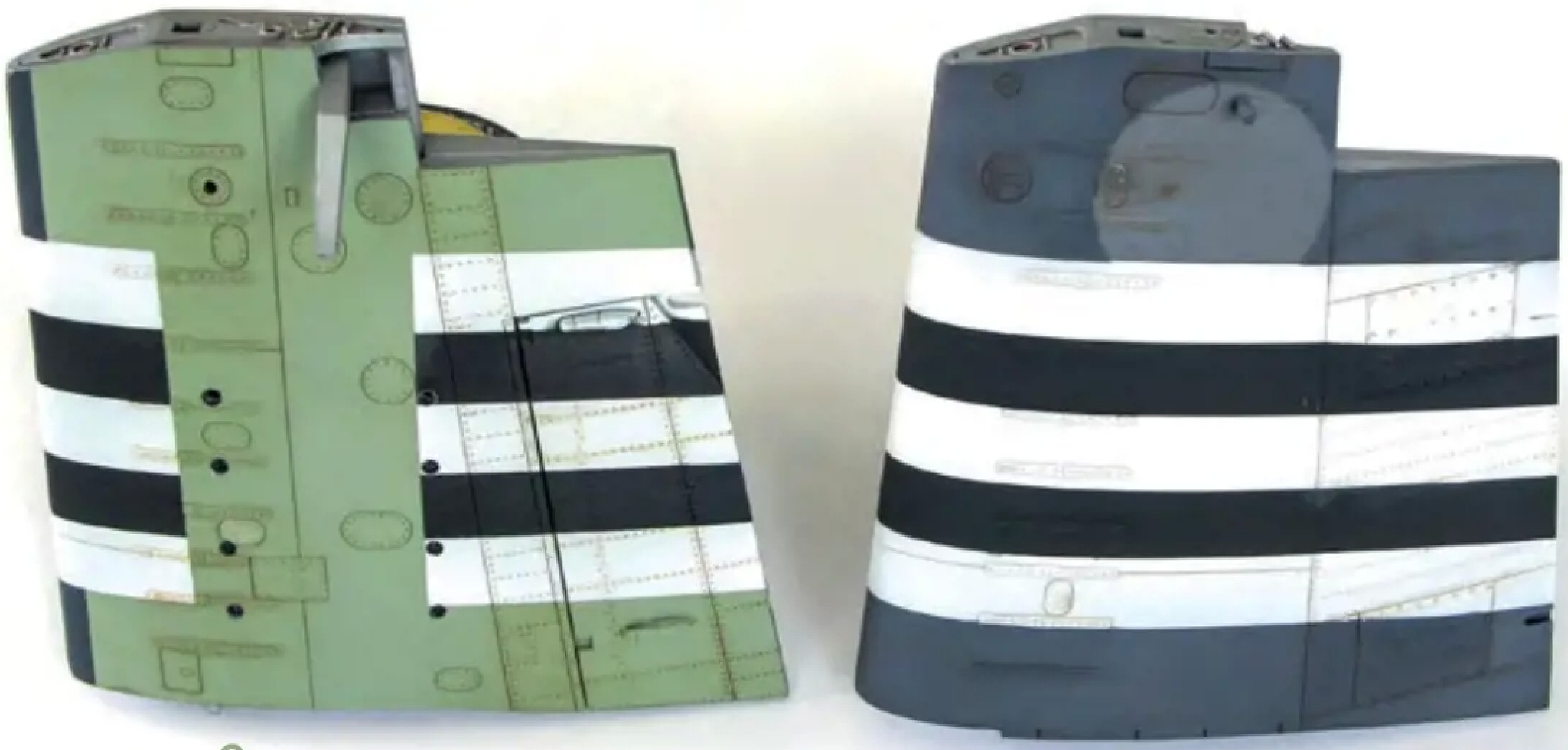
Highlights were done with C331 Dark Sea Gray/XF-53 Neutral Grey mix.



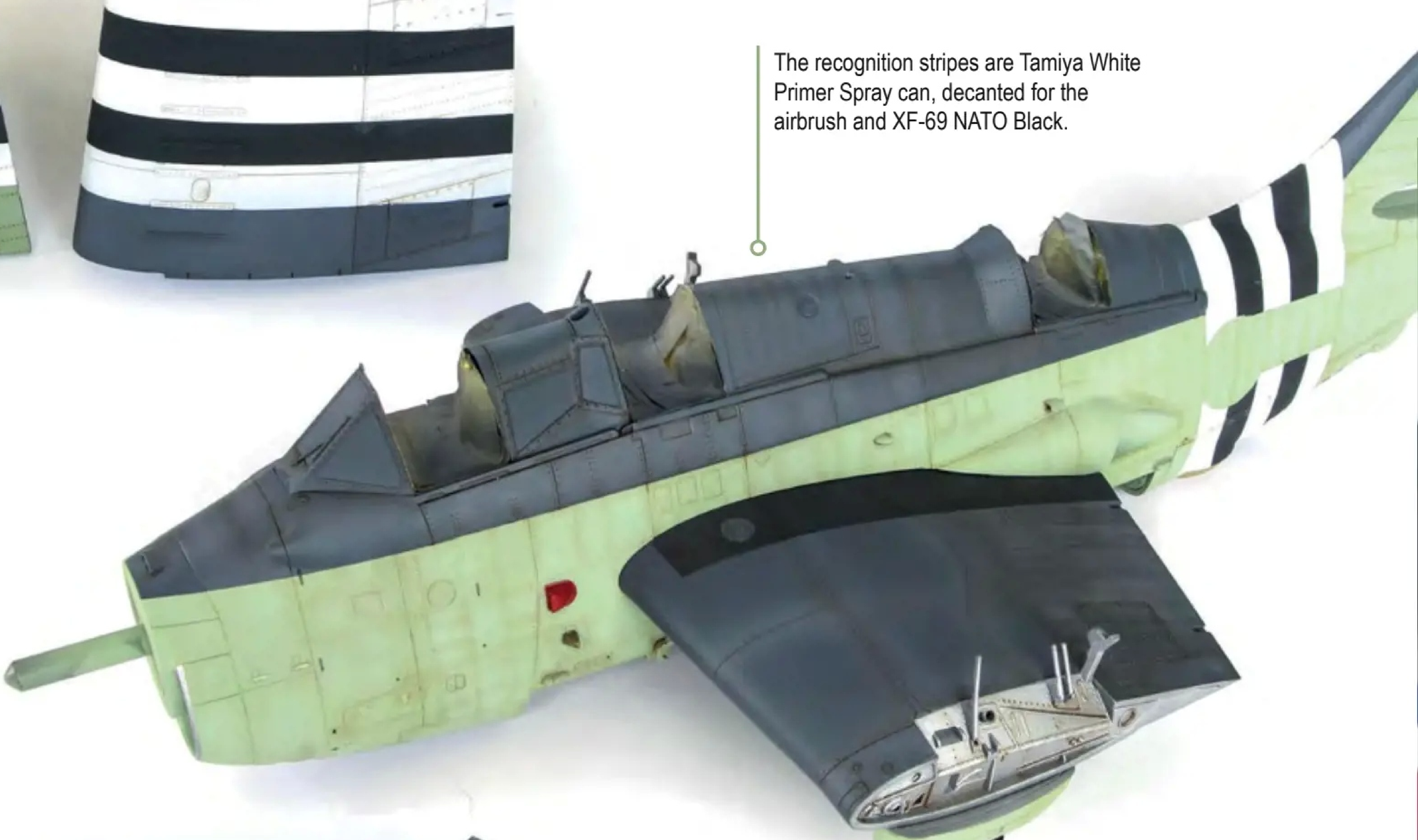
More weathering in place.



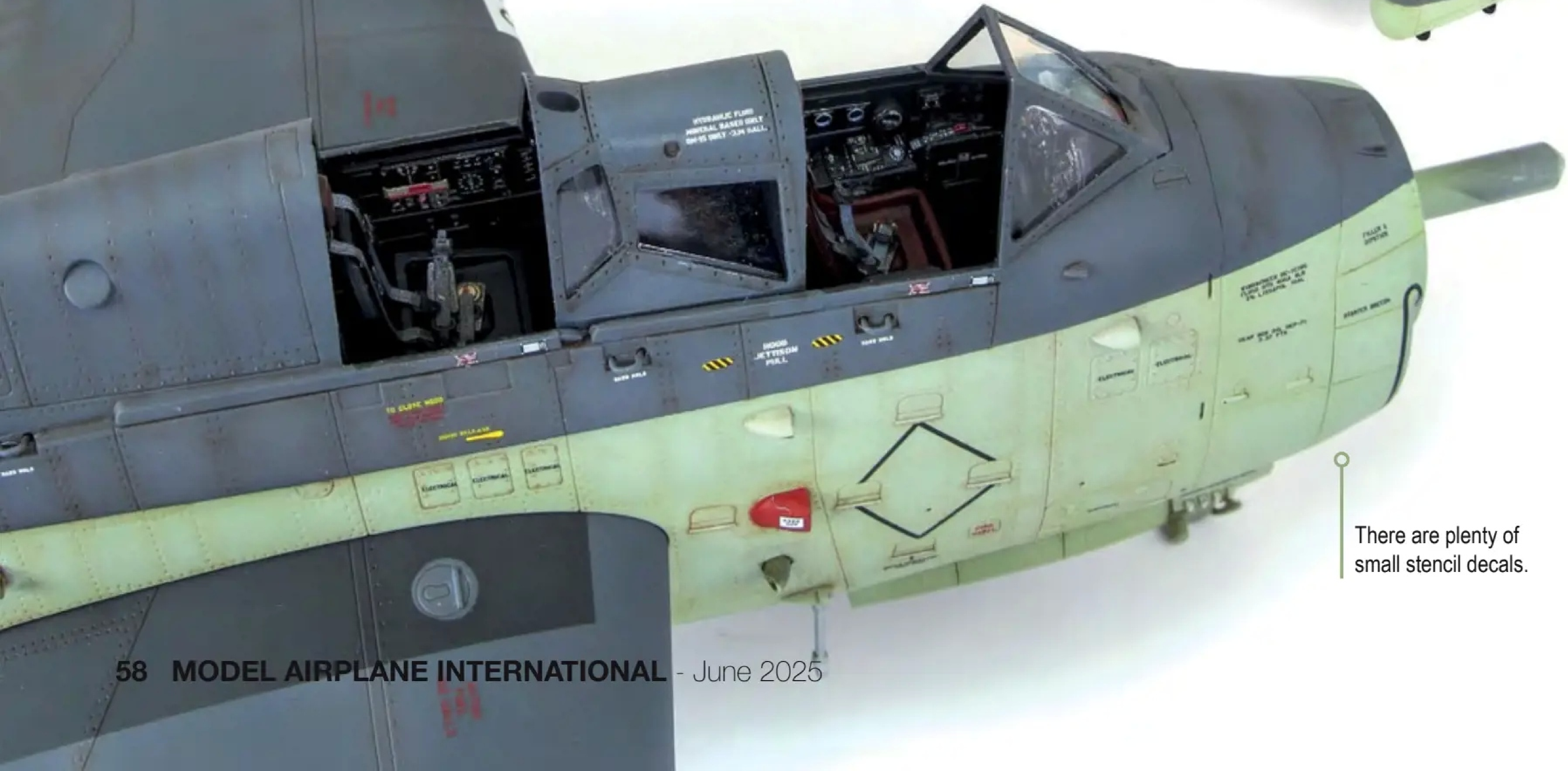
Ordnance bay looks fantastic.



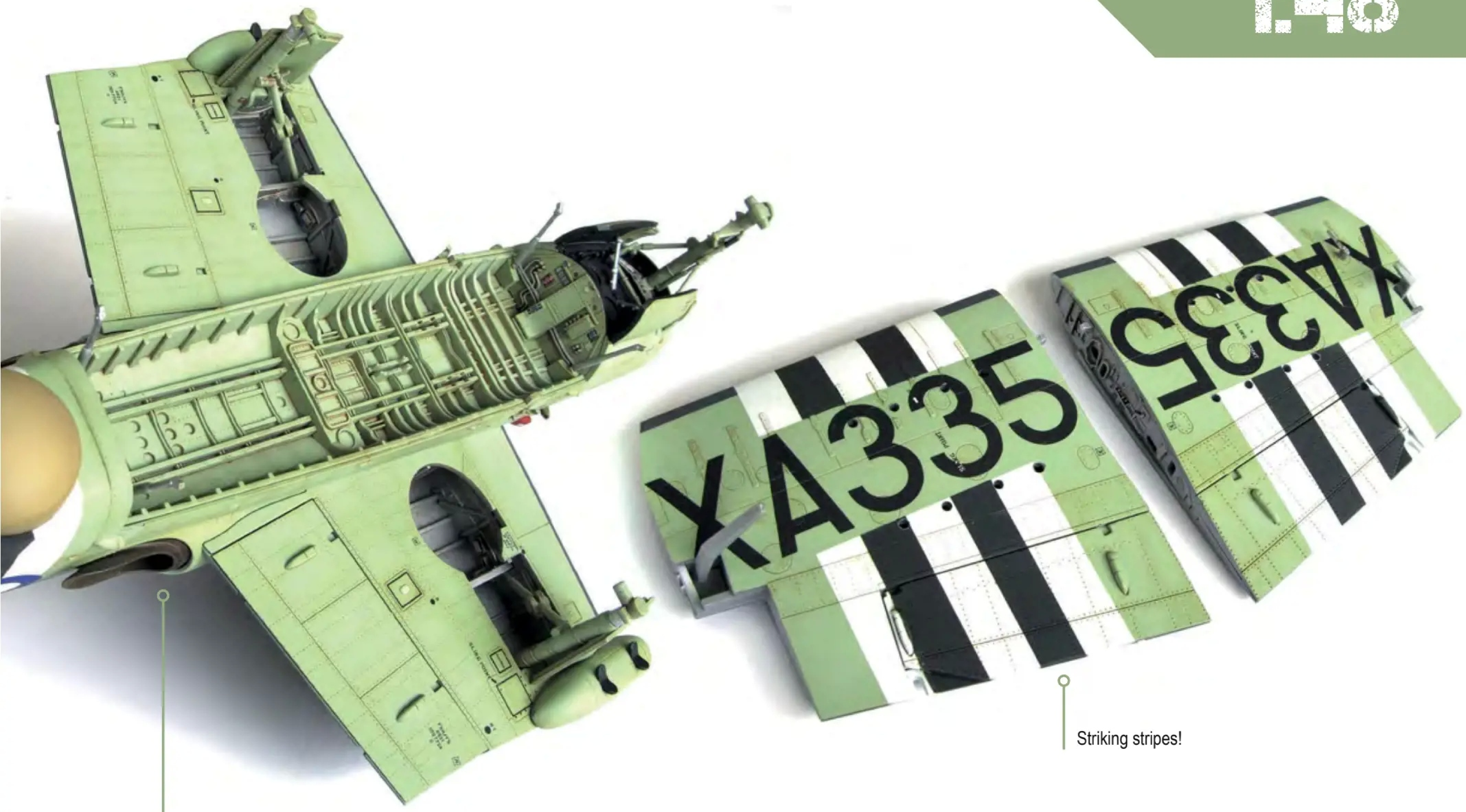
Masking removed – voila!



The recognition stripes are Tamiya White Primer Spray can, decanted for the airbrush and XF-69 NATO Black.



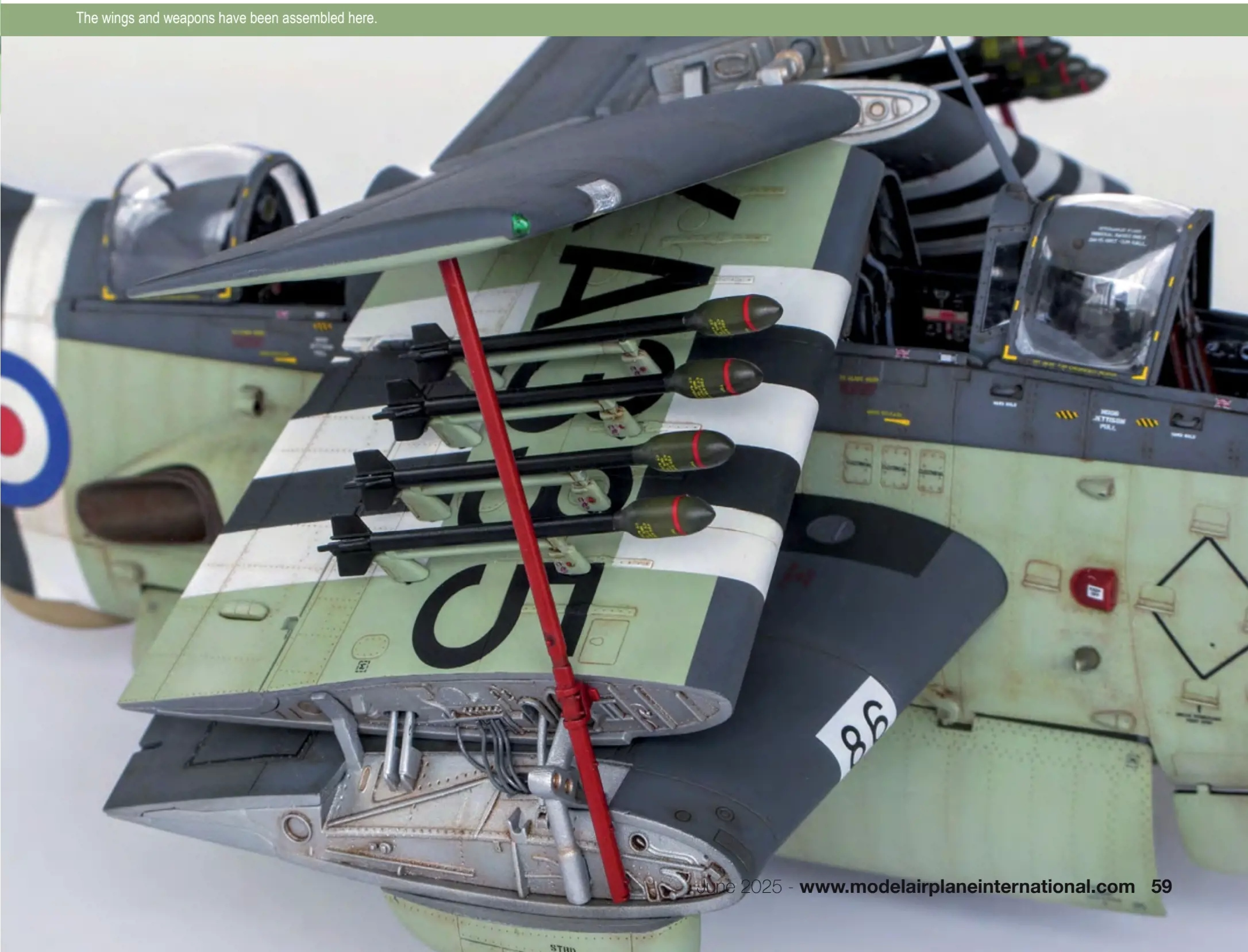
There are plenty of small stencil decals.

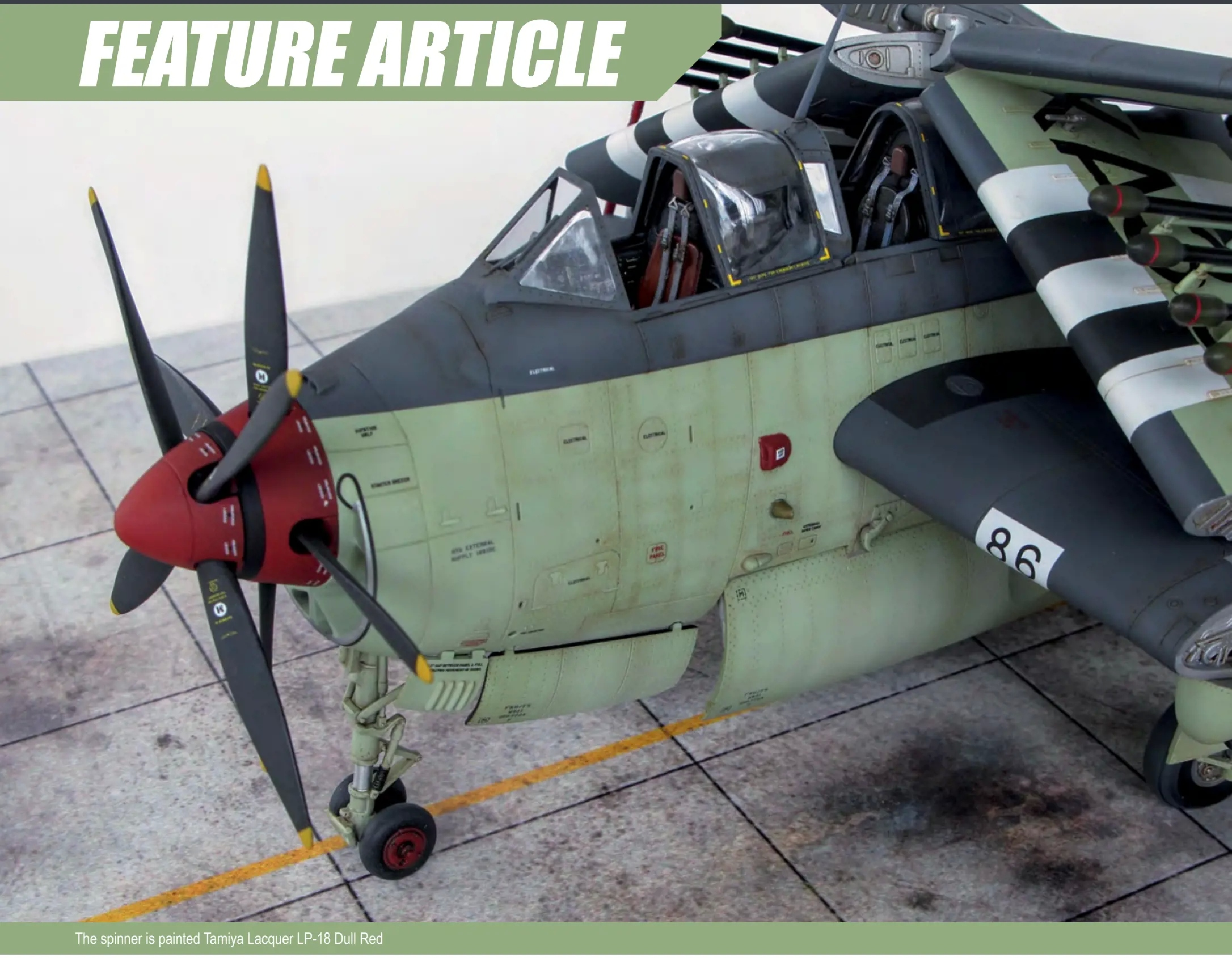


Striking stripes!

Subtle weathering for the ordnance bay.

The wings and weapons have been assembled here.

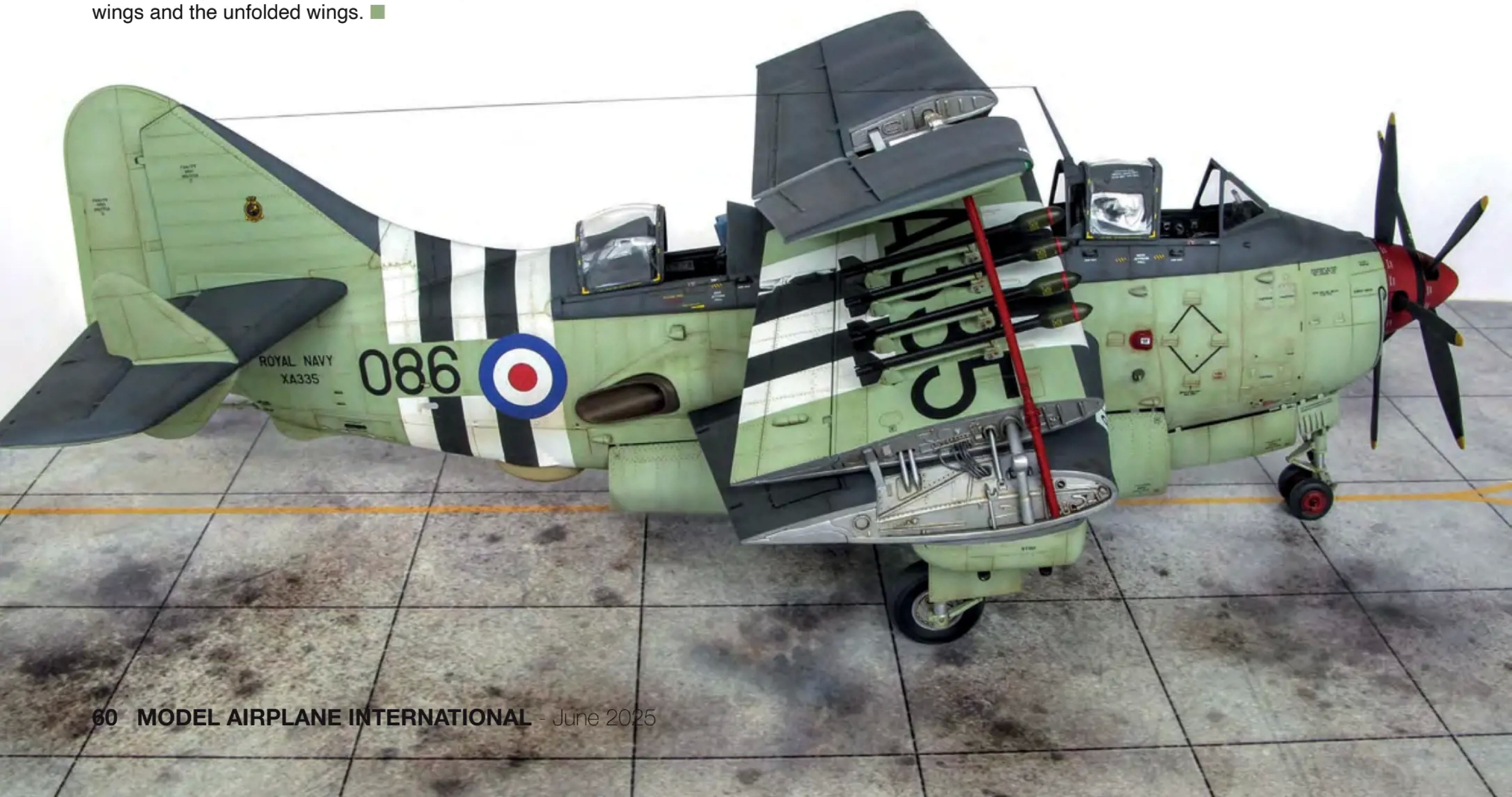


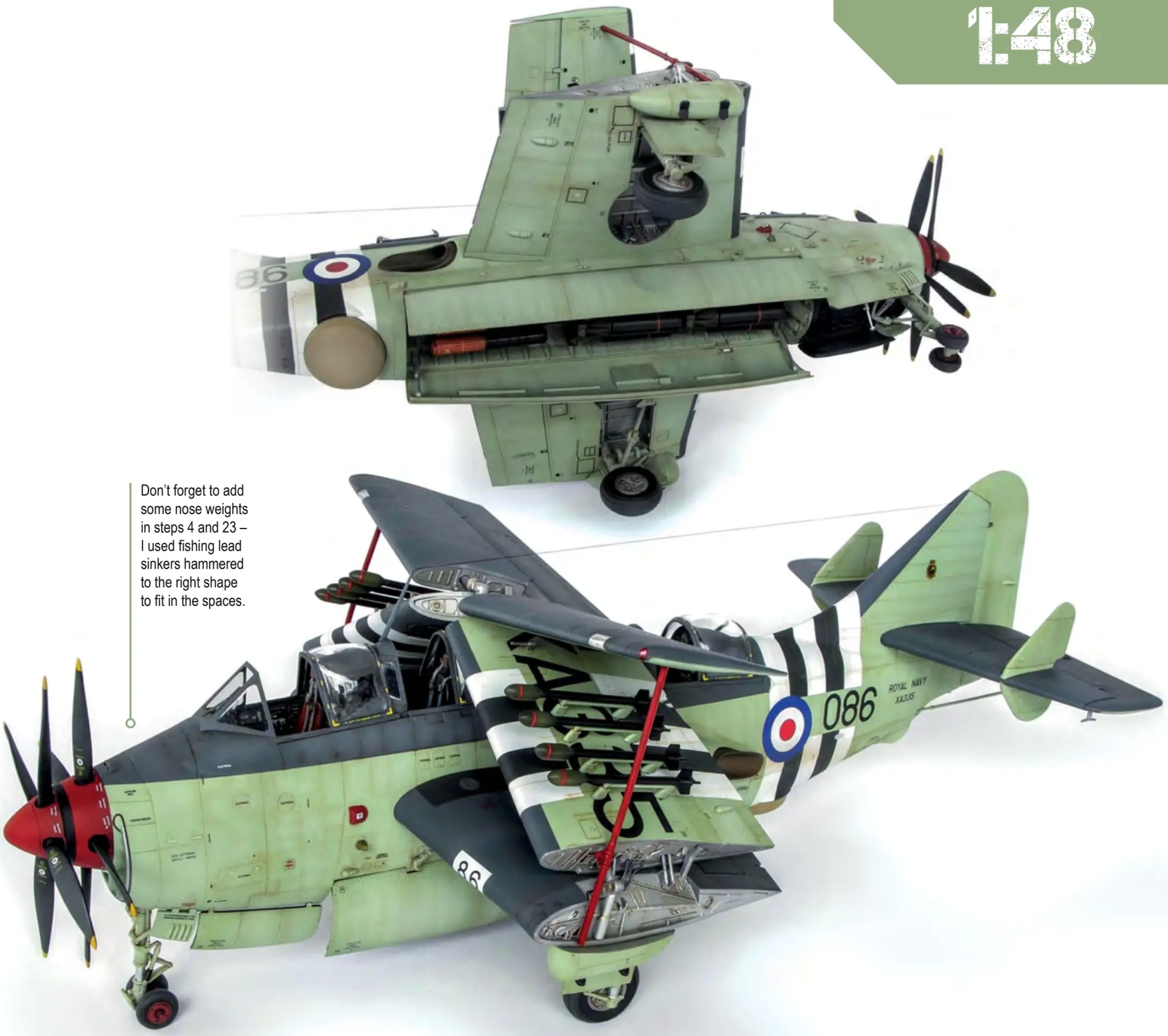


The spinner is painted Tamiya Lacquer LP-18 Dull Red

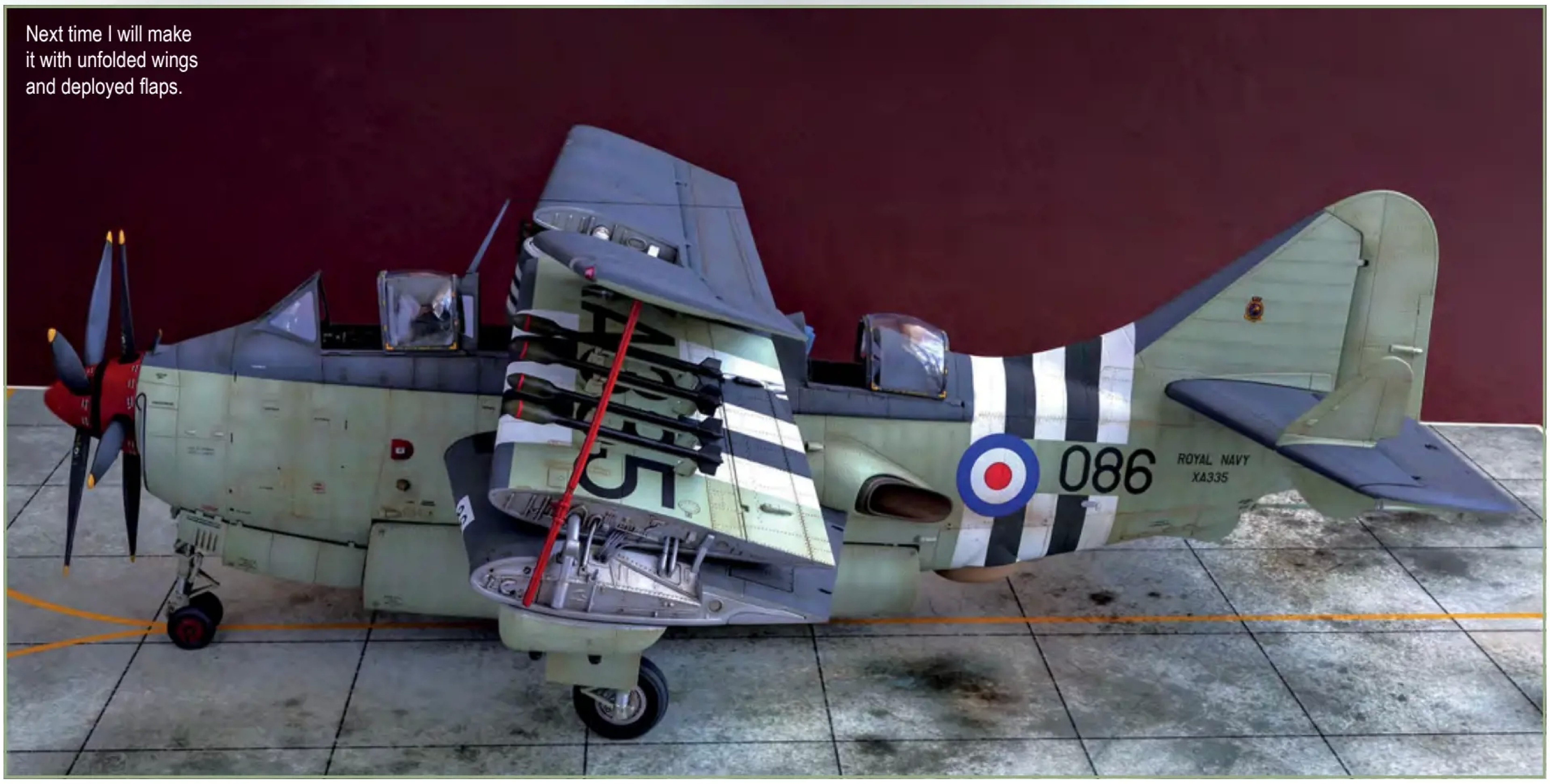
CONCLUSION

This is an impressive kit from Airfix. It is packed with detail with lots of optional parts. Particularly good was the separate folding wings and the unfolded wings. ■




086
ROYAL NAVY
XA335

Don't forget to add some nose weights in steps 4 and 23 – I used fishing lead sinkers hammered to the right shape to fit in the spaces.


086
ROYAL NAVY
XA335

Next time I will make it with unfolded wings and deployed flaps.

CHANNEL RAIDERS

FIGURE PREVIEW Modelu Luftwaffe Pilot Figures

The Editor examines six figure sets from Modelu focusing on Battle
Britain era Luftwaffe fighter pilots in 1:72, 1:48 and 1:32 scales.

Modelu is a British company that produces 3d printed figures and associated services including full-body custom scans.

Their focus has been railway and lineside figures but they also offer military, civilians, workers, pets, wildlife, livestock figures and more.

This review covers six figure sets, or perhaps I should say two figure sets available in three scales, from Modelu's brand new Luftwaffe figure range.

Each set includes two or three different WWII Luftwaffe fighter pilot figures at rest.

LUFTWAFFE PILOTS READING MAP

1:72, 1:48 and 1:32 scales

Item Nos. 50601-072, 50601-048, 50601-032

The figures under review are available in 1:72, 1:48 and 1:32 scales.

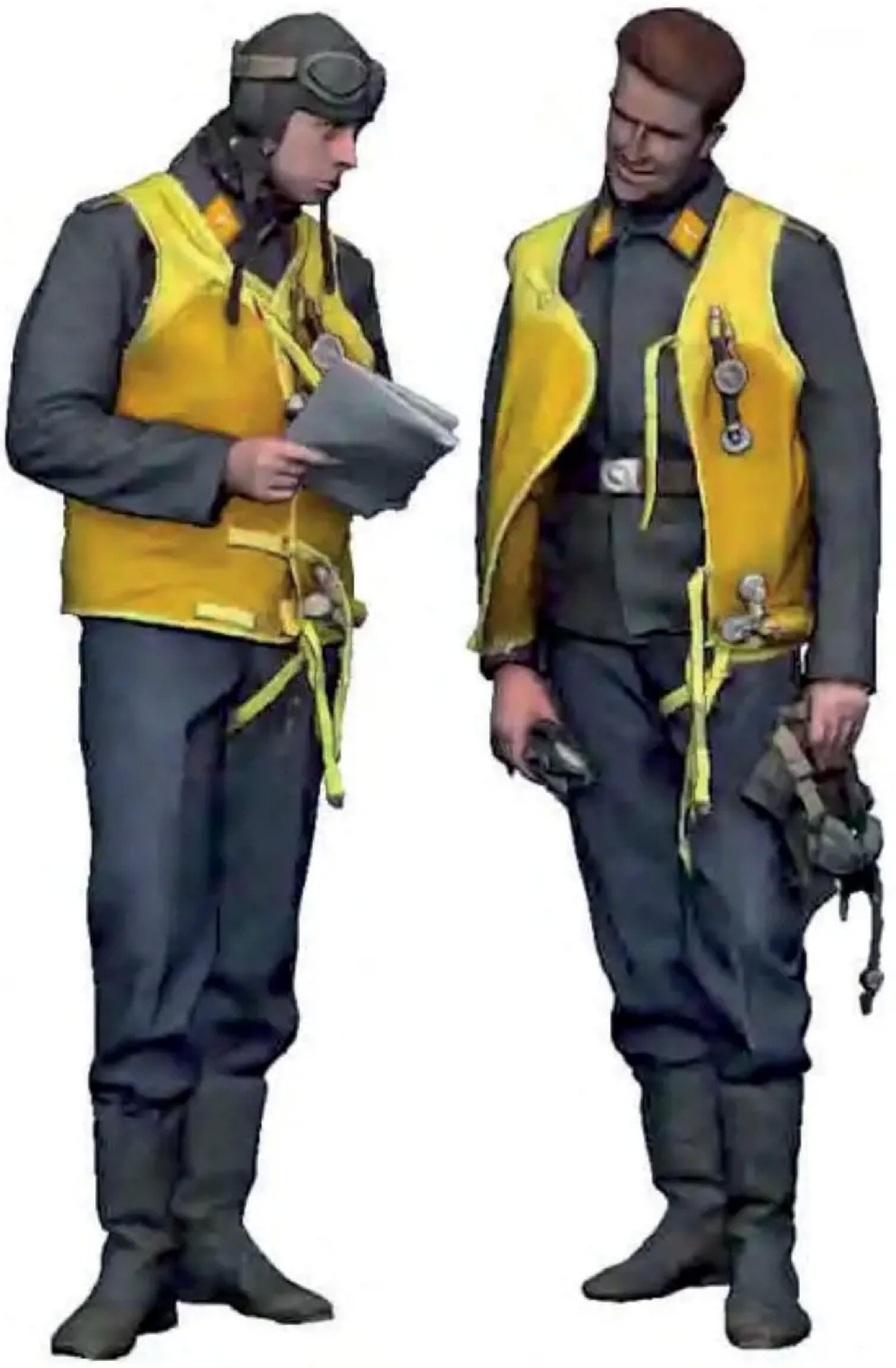
These figures are wearing Battle of Britain era blue flying suits with separate tunic and trousers, riding boots, flying helmets and yellow life vests.

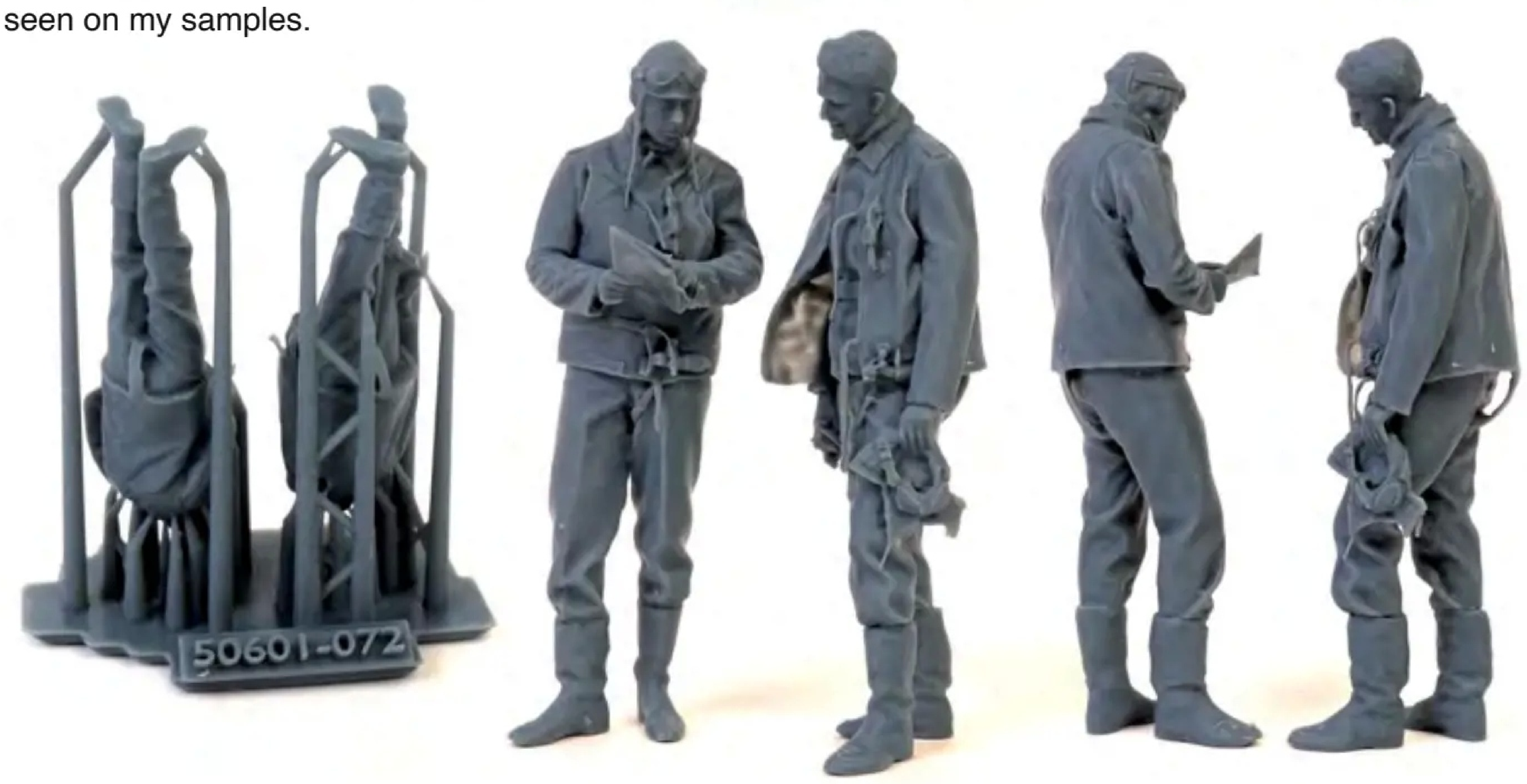
Once figure has a bare head but is carrying his flying helmet.

One of the figures is holding a folded map and it looks like both are engaged in conversation about it.

This is lovely self-contained scene.

The figures are perfectly 3d printed in grey resin together on a single base with fine attachment points. No striations or other imperfections can be seen on my samples.





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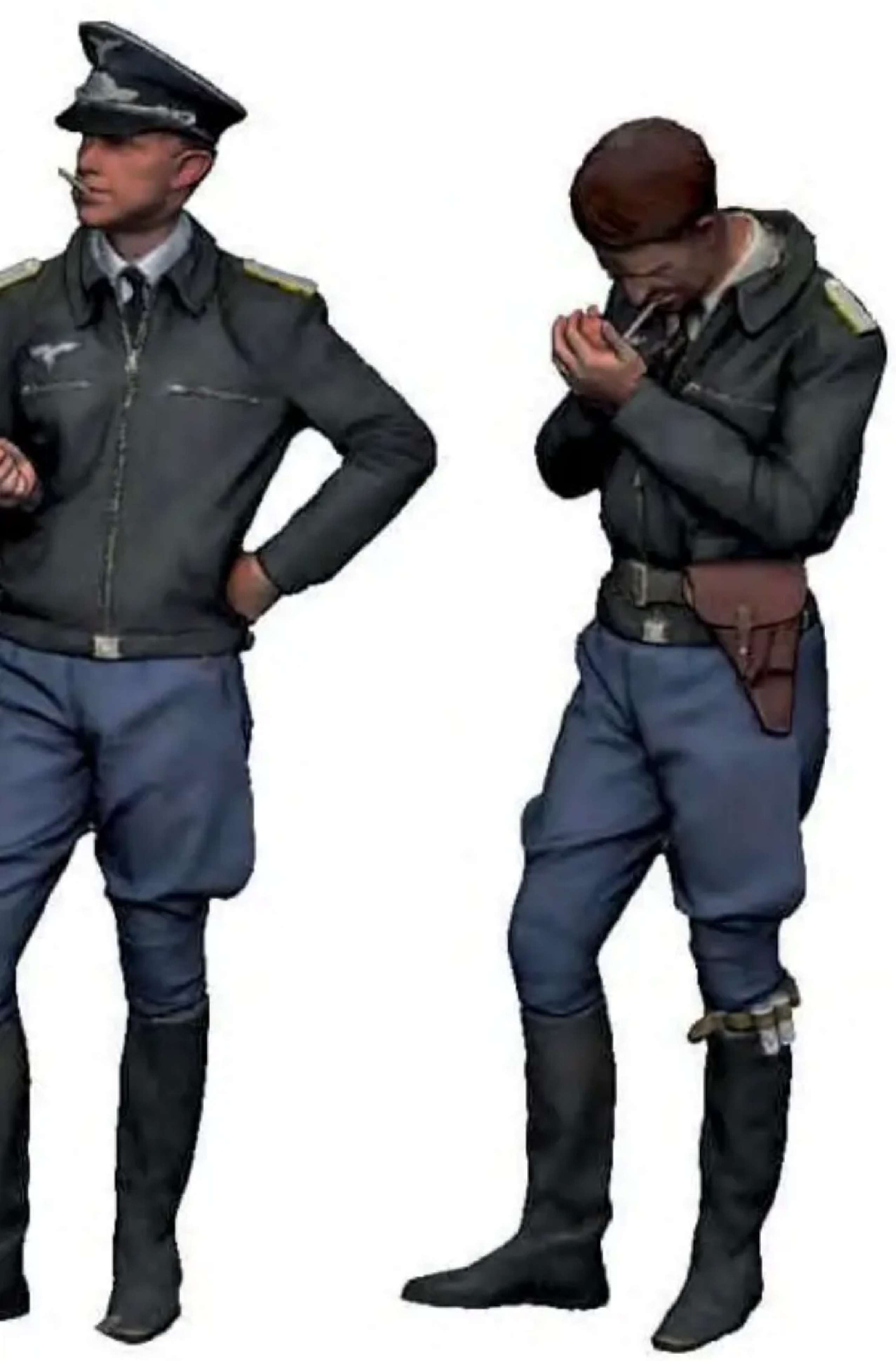


LUFTWAFFE PILOTS IN CONVERSATION

1:72, 1:48 and 1:32 scales
Item Nos. 50602-072, 50602-048, 50602-032

The figures under review are available in 1:72, 1:48 and 1:32 scales.

They are wearing Battle of Britain era dress officer's visor caps, jodhpurs, riding boots and leather jackets.

Once figure is sans-cap but he is wearing a leather belt and holstered pistol. The same figure also has some flares strapped to the top of his left book.

One of the figures is pulling on gloves and the other two are lighting up or smoking cigarettes. This is another lovely self-contained scene.

Once again, the figures are perfectly 3d printed in grey resin together on a single base with fine attachment points. No striations or other imperfections can be seen on my samples.

I thought it was important to see what these figures would look like when they had been freed from their 3d printing cages so I set about cleaning up the nine figures across the three scales.

Last time I removed the figures from their attachments one set at a time using a new hobby blade and a quality set of sprue cutters. This was a fast and easy job. I cut the points close to the bodies of the figures using the sprue cutters and they were quickly freed with almost no residue.

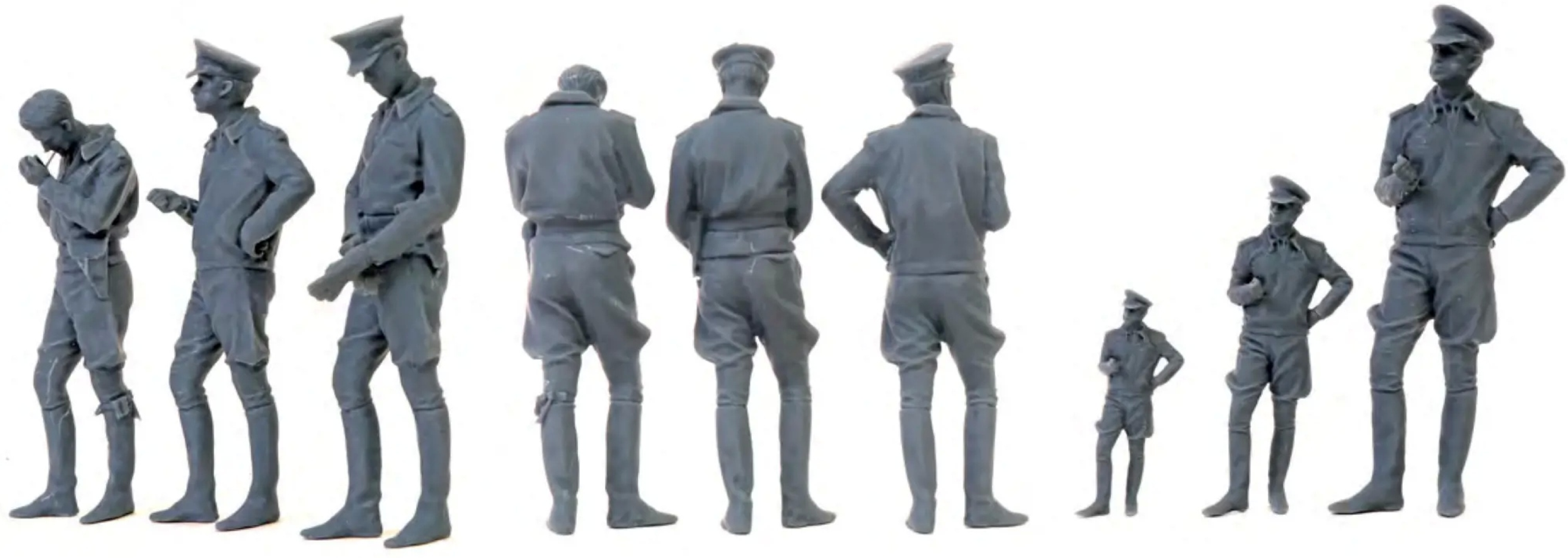
I found that little more time and planning was required as the scales got bigger, but clean-up was still fast and quite easy. No more than 10 minutes per figure and they are ready to paint. This time, I tried a technique suggested to me by 1/48 scale armour guru Luke Pitt. He said that he had run some resin 3d printed figures under hot tap water and the attachment points came away effortlessly. I tried this and it worked.

While experimenting with the hot tap water in the kitchen, my wife asked if a heat gun would do the same job. I think that sort of heat might damage the resin figure but I countered with a hair dryer. Sure enough, with a few minutes application of hot air through a hair dryer, the attachment points came away with no trouble. The figures can really be appreciated once removed from their printing strips.

Also note that Modelu offers these figures in a choice of seven scales from 1:24 to 1:144 including all the usual model aircraft, military and figure scales.

Regardless of your scale preferences, these six Luftwaffe fighter pilot figure sets offer plenty of opportunities to add character to your dioramas and vignettes. They are all amazingly realistic and highly detailed. ■

All Highly Recommended.
Thanks to Modelu for the review samples
www.modelu3d.co.uk



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MAI 240 JULY 2025
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ZERO TYPE 52

Part One of Mark Casiglia's big new series on Tamiya's 1:32 A6M5 Zero Type 52.

29033
D1
Маринуполл
За Ваню Бабака

RED COBRA

Arma Hobby 1:48 P-39N Airacobra in Soviet markings.

DORA

IBG 1:72 Focke-Wulf Fw 190 D-9 by Andreas Dyck.

FINAL THOUGHTS

OPERATION CHESSMAN
TYPHOONS IN TRANSIT

RAF Malbork, 25th March 2025— RAF Typhoon FGR4 aircraft of II Army Cooperation (AC) Squadron from RAF Lossiemouth have landed at Malbork Air Base. They have arrived to commence vital air policing missions as part of NATO's commitment to maintaining regional security and airspace integrity.

This deployment highlights the UK's dedication to supporting NATO allies and defending the collective security of Europe.

II(AC) Sqn from RAF Lossiemouth, are one of four Typhoon frontline squadrons based at the Northern Scotland station, which is home to the UK's Quick Reaction Alert (QRA) North capability.

RAF Lossiemouth is providing 6 Typhoon FGR4 aircraft. ■

ROYAL AIR FORCE
ZZ171

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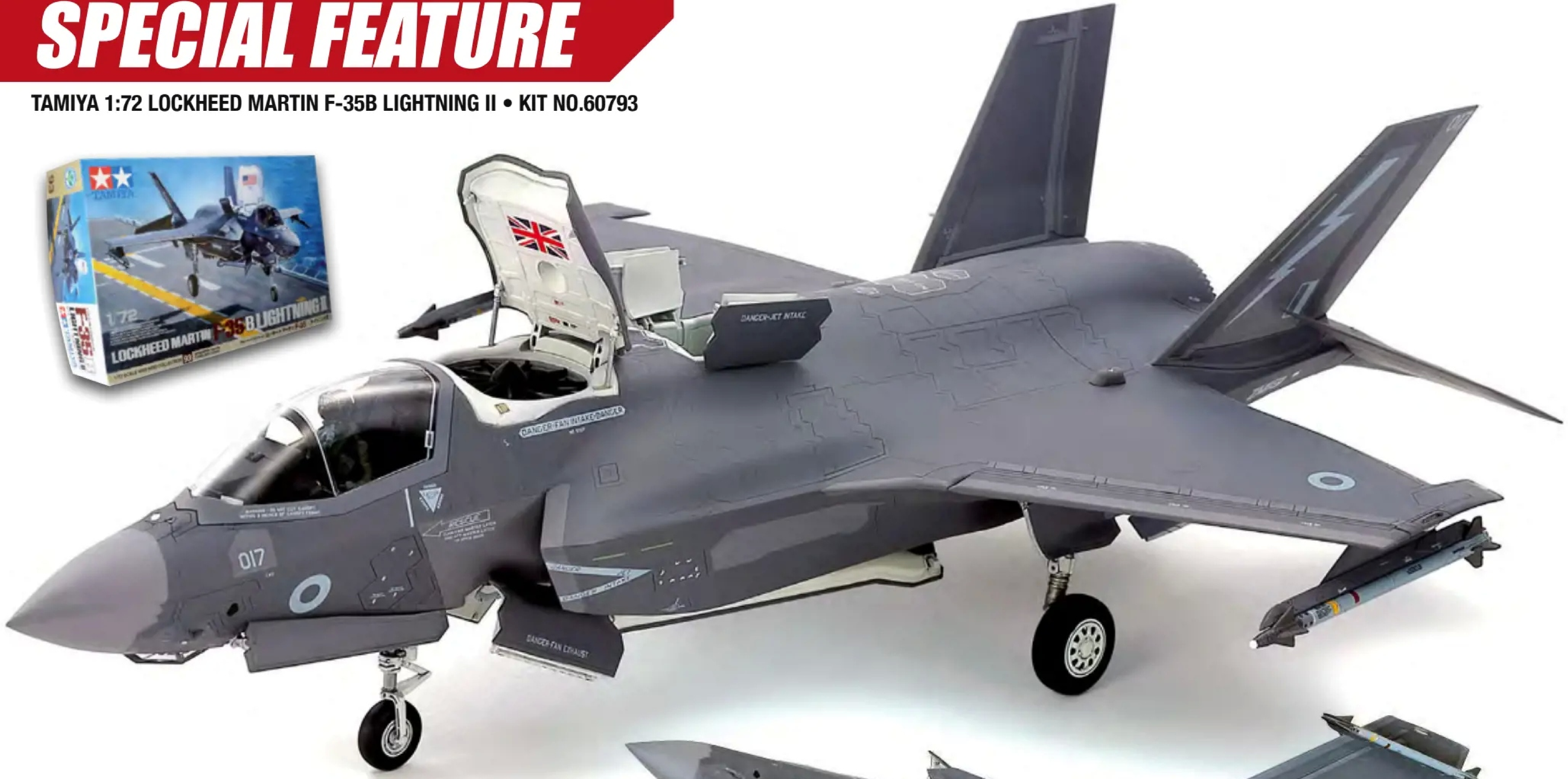
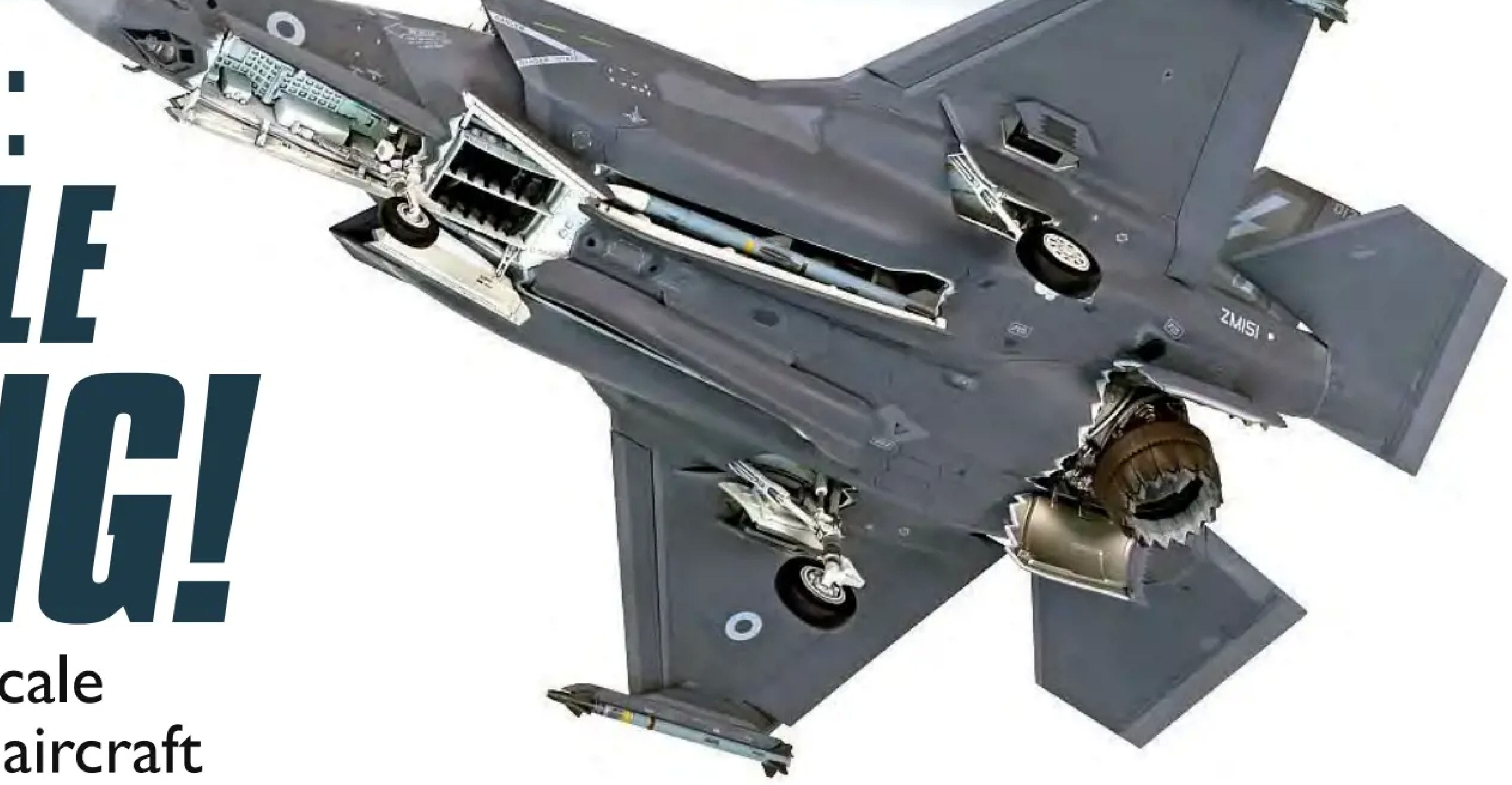


TAMIYA'S 1:72 F-35B: *A LOVELY LITTLE* LIGHTNING!



Tamiya's 1:72 F-35B joins the 'Scale Warbird Collection' of fighting aircraft

The Lockheed Martin F-35B Lightning II is operated by the Royal Air Force's famous 617 Squadron 'Dambusters', United States Marine Corps, Italian Navy, Italian Air Force, Royal Australian Air Force, Belgian Air Force, Japan Air Self-Defence Force, and the Republic of Singapore Air Force. The kit encompasses all the astonishing detail and accuracy of its bigger 1:48 cousin, a model that was featured back in Tamiya Model Magazine Issue 339, January 2024.

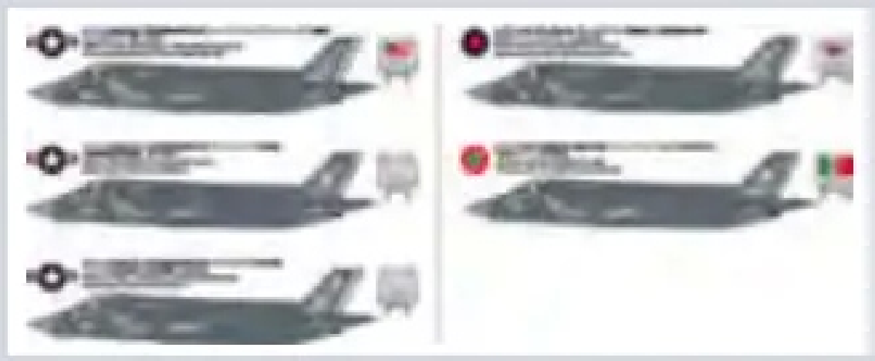
The new version takes in all the design changes for the B-model, most notably that huge intake door behind the cockpit, the inner face of which is often adorned with the flag of the operating nation. Inside that door, Tamiya have recreated an astonishing amount of detail and the same is true of the '3BSM' (3-Bearing Swivel Module) engine exhaust nozzle that can be positioned in the 'hovering' mode. It is covered in amazing detail and just needs some creative paint work to bring it to life.

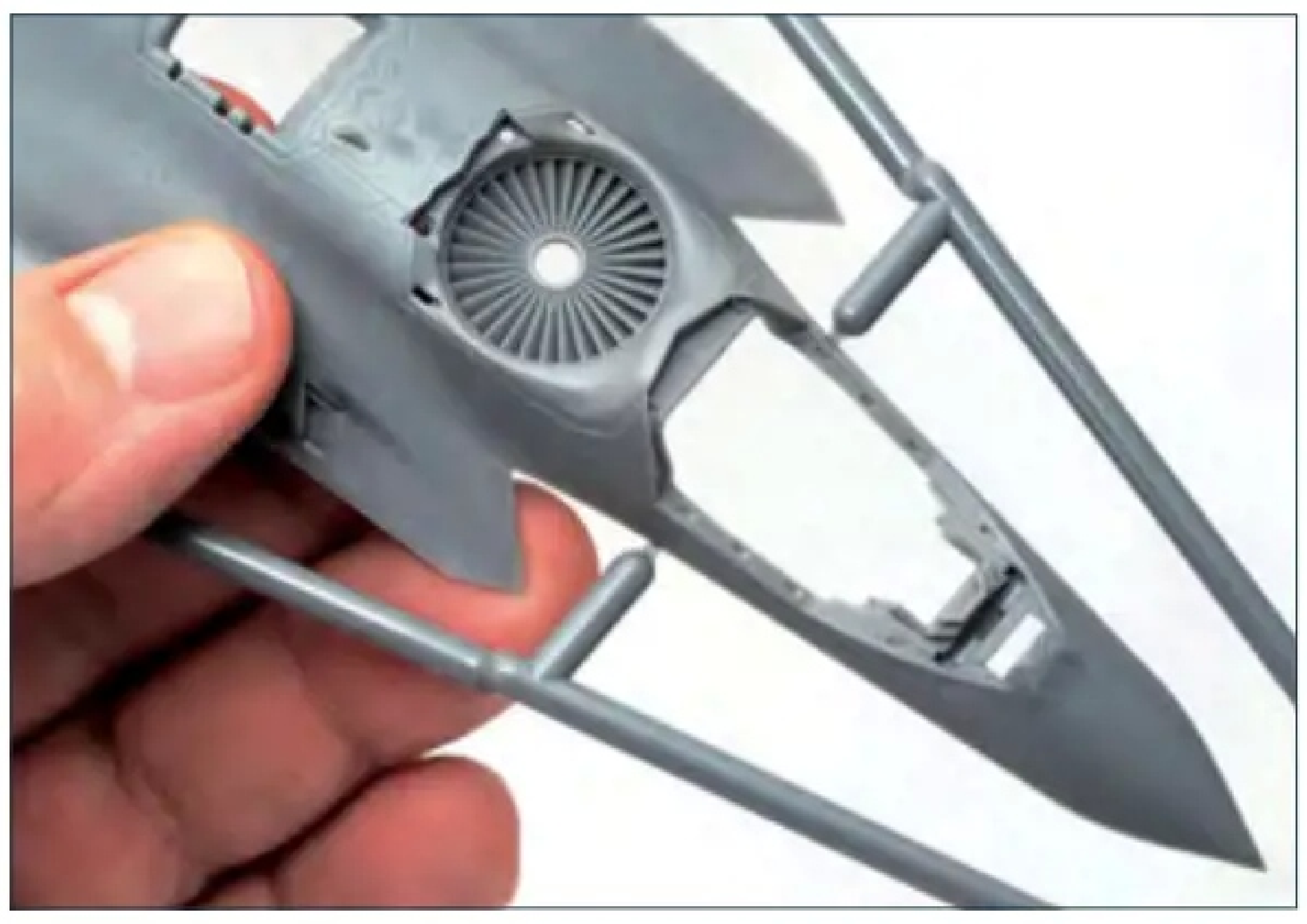
Two modes can be chosen by the modeller: hovering, with open intake door, downward-facing exhaust nozzle, extended undercarriage leg struts and scissor-links, and 'landed' mode, which uses a different set of undercarriage parts in the 'compressed' configuration (with closed scissor-links) to depict the aircraft's weight pressing down on the legs: an important observation by Tamiya's designers. This is another wonderful achievement from Tamiya, and an exquisite replica of this extraordinary fighter and one of the best 1:72 kits ever created. ●

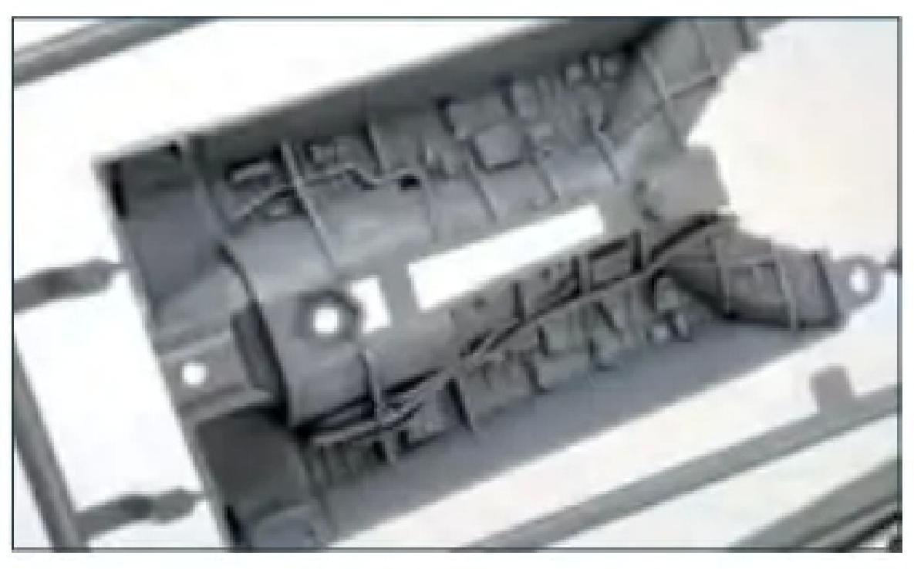
Availability:
Tamiya models, paints, materials and accessories are widely available from good model shops and online. UK import and distribution by The Hobby Company Limited; ***www.hobbyco.net***

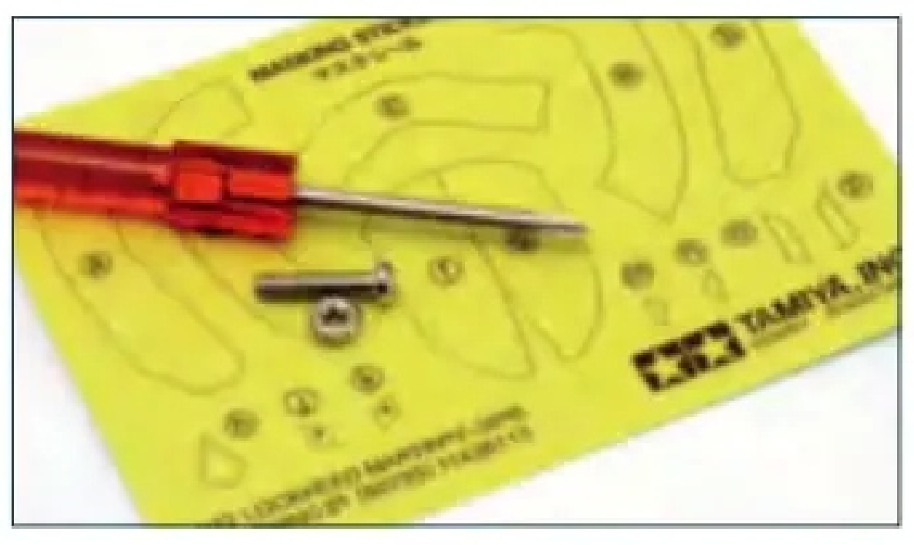
Kit features:

- Wingspan: 148mm
- Fuselage length: 215mm
- Distinctive F-35B design featuring both highly advanced stealth characteristics and STOVL is authentically captured in style, with ergonomic parts breakdown
- The modellers can choose one of two assembly modes: landed or hovering
- Realistic renderings of half-open inner weapon bay doors and interior details such as ribs and pipes
- Lift fan is integrated with nose landing gear bay and the variable vane underneath is recreated in detail
- Shorter than on the F-35A, the engine nozzle is recreated by a single part
- The 3BSM (3-Bearing Swivel Module) is faithfully recreated with a specially designed parts breakdown for this kit
- Y-shaped air intake duct for highly advanced stealth characteristics
- Martin-Baker US16E ejection seat
- RCS (Radar Cross Section) enhancers affixed to top and bottom sections during basic training exercises
- Five marking options from a total of three countries: United States Marine Corps, Royal Air Force, Italian Navy
- Includes painting masks and colour painting guide
- Refined recreation of RAM (Radar Absorbent Material)
- Includes AIM-9X Sidewinder x2, AIM-120C AMRAAM x2









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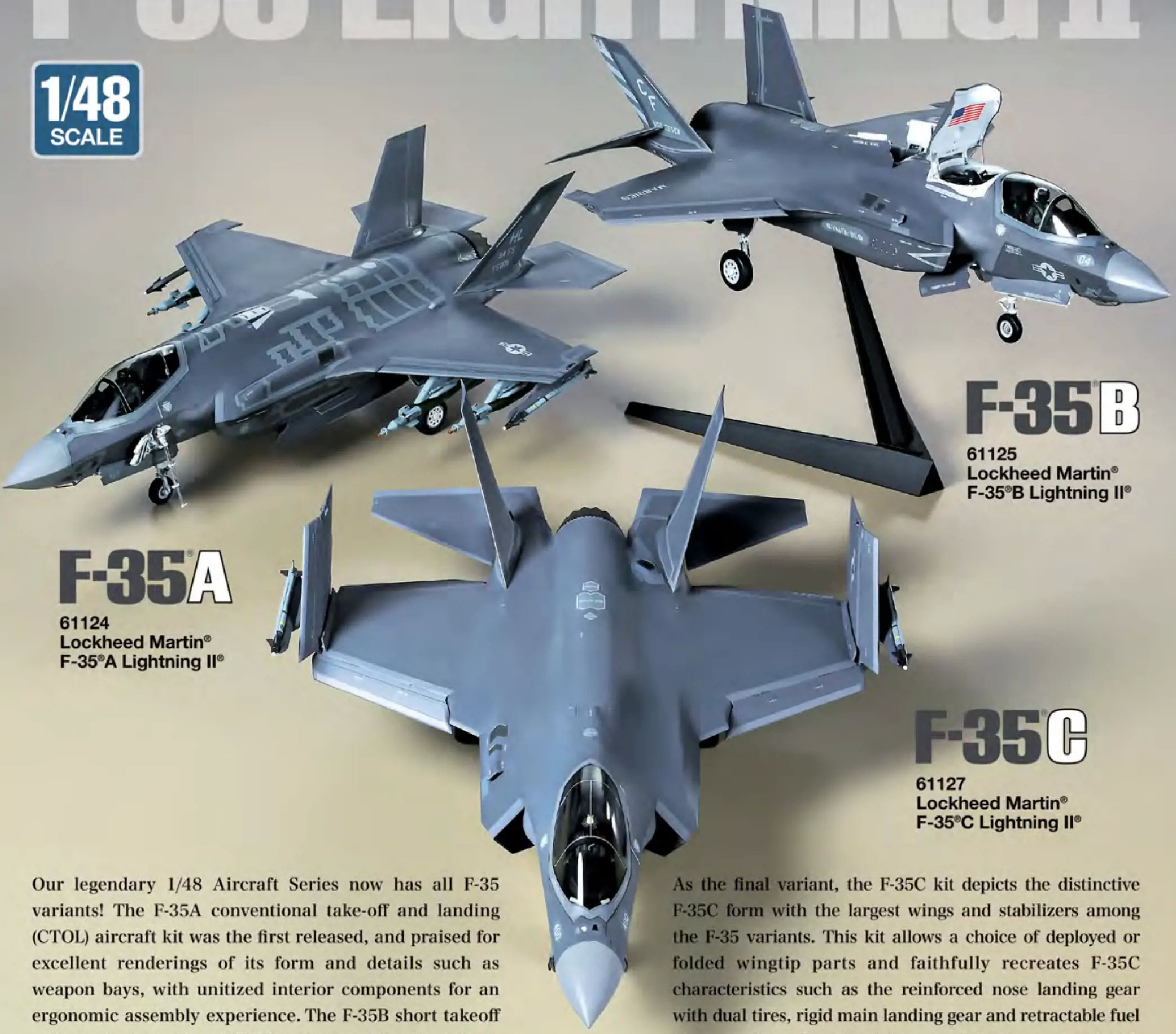
F-35® LIGHTNING II®

1/48 SCALE



F-35B

61125
Lockheed Martin®
F-35®B Lightning II®

F-35A

61124
Lockheed Martin®
F-35®A Lightning II®

F-35C

61127
Lockheed Martin®
F-35®C Lightning II®

Our legendary 1/48 Aircraft Series now has all F-35 variants! The F-35A conventional take-off and landing (CTOL) aircraft kit was the first released, and praised for excellent renderings of its form and details such as weapon bays, with unitized interior components for an ergonomic assembly experience. The F-35B short takeoff and vertical landing (STOVL) aircraft kit offers three assembly types: parked, short takeoff and vertical landing.

As the final variant, the F-35C kit depicts the distinctive F-35C form with the largest wings and stabilizers among the F-35 variants. This kit allows a choice of deployed or folded wingtip parts and faithfully recreates F-35C characteristics such as the reinforced nose landing gear with dual tires, rigid main landing gear and retractable fuel probe on the right side of the nose. Why not proceed with creating your own Joint Strike Fighter force in 1/48 scale?

A Hat Trick of Elite Aircraft

《All F-35 variants in the Tamiya line-up!》—1/48 Aircraft Series

LOCKHEED MARTIN F-35A LIGHTNING II

61124 Lockheed Martin® F-35®A Lightning II®

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61125 Lockheed Martin® F-35®B Lightning II®

LOCKHEED MARTIN F-35C LIGHTNING II

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★Images show assembled and painted kits. ★Products may vary from images shown.

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